ENNESSY'S
THREE STAR
BRANDY.
Insist upon having it.

The Bombay Gazette.

No. 53,337—New Series. BOMBAY :—FRIDAY, NOVEMBER 18, 1904. PRICE 4 ANNAS.

PUBLISHED MONTHLY PRICE ANNAS 8.
THE INDIAN RAILWAY
TRAVELLERS' GUIDE.
The Best and Most Complete Guide in India.
Time and Fare Tables of all Indian Railways Steam Boats, and Daks, Places of Interest—Inland and along the Coast, Postal and Telegraphic Information, &c., &c.
COLORED MAP OF INDIA.
"Bombay Gazette" Press, Fort, Bombay.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

LIST OF DEPARTURES FROM BOMBAY

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Date of Sailing. 1904. Saturday, 2 P.M.	Steamer.	Tons.	Connecting at Aden with.	Tons.
19th Nov.	ARCADIA	6603	OCEANA	6619
26th "	EGYPT	7912		
3rd Dec	CALEDONIA	7558	MACEDONIA	10512
10th "	MARMORA	10509		
17th "	ARCADIA	6603	CHINA	7912
24th "	PERSIA	7951		
31st "	CALEDONIA	7558	MOLDAVIA	9300
1905.				
7th Jan.	ARABIA	7903		
14th "	ARCADIA	6603	VICTORIA	6322
21st "	ORIENTAL	5284		
28th "	CALEDONIA	7558	HIMALAYA	6991
4th Feb.	EGYPT	7912		
11th "	ARCADIA	6603	INDIA	7911
18th "	CALEDONIA	7558		
25th "	PERSIA	7951	BRITANNIA	6925
4th Mar.	MACEDONIA	10512		
11th "	ARCADIA	6603	MONGOLIA	9305
18th "	ARABIA	7903		
25th "	PENINSULAR	5294	OCEANA	6610
1st April	PERSIA	7951		
8th "	ARCADIA	6603	MARMORA	10509
15th "	EGYPT	7912		
22nd "	PENINSULAR	5294	CHINA	7912
29th "	CALEDONIA	7558		
6th May	ARCADIA	6603	MOLDAVIA	9300
13th "	MACEDONIA	10512		

The above Steamers convey Passengers to Marseilles, Plymouth and London.
Passengers for Brindisi transhipp to a connecting steamer at Port Said.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to sailing, and CABIN BAGGAGE before 9 A.M. on SATURDAY. The attention of Passengers is called to the importance of having their Baggage labelled with Port of Destination.

Tenders leave the Ballard Pier on day of sailing.

All Passengers must attend at that place between 12 and 12-30 o'clock P.M. for Medical Inspection by the Health Officer of the Port, and no one will be allowed on Board the Mail Steamer unless so examined, and conveyed thence in the Company's Steam Barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passengers cannot go on Board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AND AUSTRALIA.

The Company's Steamers leave Bombay fortnightly usually on WEDNESDAYS, taking Passengers for the Straits, China, and Japan, and Return Tickets are issued on favourable terms.

Cargo Steamers are despatched to China at frequent intervals call at ports en route.

W. C. SYMES,
Acting Superintendent, P. & O. S. N. Company,
Bombay, 18th October, 1904.

HOMEWARD PASSAGES.

GRINDLAY GROOM & CO.,
BOMBAY.

PASSENGERS booked without charge, and on Favourable Terms, Berths carefully selected.
SLEEPING CAR and CONTINENTAL RAILWAY TICKETS procured.
RAILWAY OFFICIALS and MISSIONARIES booked at Reduced Rates.
PASSAGES booked to ENGLAND via JAPAN and AMERICA by the Canadian Pacific, Occidental and Oriental and Pacific Mail Routes.
HANDBOOK giving Details of Fares, &c., and List of Sailings by all Lines sent free on application.
PASSENGERS met on arrival.
BAGGAGE shipped and cleared and Insurance effected covering all risks.
PACKAGES cleared or shipped.
CIRCULAR NOTES, BANK NOTES, DRAFTS and SOVERRIGNS at current rates.

Calcutta Agents.—GRINDLAY & Co.

LONDON AGENTS.—GRINDLAY & Co.

COMPAGNIE DES
MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To Sail on THURSDAY.
ARMAND BEHIC	6,635	Guionnet	28th Jan. 1905.
VILLE de la CIOTAT	6,630	Fiaschi	3rd Feb 1905.

INTERCHANGEABLE TICKETS WITH THE AUSTRIAN LLOYD'S S. N. Co.

The Company are now in a position to issue RETURN TICKETS available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Fares. This arrangement will prove, in some cases, of special advantage to Passengers on three months' privilege leave.

TO AUSTRALIA DIRECT,
AND THE FAR EAST, TRANSHIPPING AT COLOMBO.

S. S. "VILLE de la CIOTAT," 6,630 tons, Captain Fiaschi, to sail on or about the 9th December, 1904.

For further Particulars apply to

J. ESTRANGIN, Acting Agent.

New Oriental Bank Buildings, 57, Esplanade Road, Bombay.

NAVIGAZIONE GENERALE ITALIANA
FLORIO AND RUBATTINO UNITED COMPANIES.

BOMBAY to NAPLES and GENOA direct or BRINDISI and VENICE
(transhipping at PORT SAID).

Vessels.	Tons.	Captains.	To sail on
D. BALDUINO	4,580	O. Canepa	15th Dec. 1904
R. RUBATTINO	4,580	M. Saporiti	14th Jan. 1905.
D. BALDUINO	4,580	O. Canepa	16th Feb. 1905.

RATES TO THE ABOVE PORTS INCLUSIVE OF WINE AND BEER.

	1st Class.	2nd Class.	3rd Class.
Single tickets	Rs. 600	Rs. 350	Rs. 185
Return tickets available 2 years	" 900	" 525	

Through and Return Tickets to LONDON on application.
Through tickets to New York in connection at Naples or Genoa with the Company's weekly service. 1st Class, Rs. 815; 2nd Class, Rs. 625. Special Rates for Missionaries. Passengers for Europe have the option of going via Genoa and returning via Venice or vice versa, and can break their journey at any port en route.

BOMBAY to SINGAPORE and HONGKONG.

Vessels.	Tons.	Captains.	To sail on
ISCHIA	6,000	D. Maganzini	17th Dec. 1904.
CAPRI	6,000	G. Beisito	17th Jan. 1905.
ISCHIA	6,000	D. Maganzini	17th Feb. 1905.

Excellent accommodation. SALOON Fares to SINGAPORE Rs. 165, and to HONGKONG Rs. 220.

F. CROCCO, Agent.

Esplanade Road, No. 27.

NOTICE.

SUBSCRIBERS who have hitherto been SUPPLIED with the "Bombay Gazette" through the Cosmopolitan Library, can obtain it by applying to Messrs. VINCENT & CO., 19, Hornby Road, 3rd Floor Fort, or the "Bombay Gazette," Head Office.

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, Limited.

Intend to despatch Steamers as follows :—

FOR KURRACHEE DIRECT.

S. S. "Dumra," 1,700 tons, on SATURDAY, 19th November, from the Victoria Dock, Wall No. 14 Shed, on arrival of the English Mail.

FOR CUTCH MANDVIE AND KARACHI.

S. S. "Dwarka," 1,700 tons, on MONDAY, 21st November, from the Victoria Dock, Wall No. 14 Shed, at 10 A.M.

FOR KATHIAWAR COAST, KARACHI AND PERSIAN GULF.

S. S. "Goalpara," 2,000 tons, on TUESDAY, the 22nd November, at 10 a.m., calling at Veraval, Mangrol, Porebunder, Cutch Mandvie, Karachi, Pashni, Muscat, Jask, Bunder Abbas, Lingah, Bahrein Bushire and Kuweit.

FOR KURRACHEE, MUSCAT, BUSHIRE, AND BUSREH.

S. S. "Kasara," 1,200 tons, on THURSDAY, 24th November, from the Victoria Dock, Wall No. 14 Shed, at 8 a.m.

FOR MORMUGAO, MOMBASA, ZANZIBAR, BEIRA AND DELAGOA BAY.

S. S. "Nerbudda," 3,300 tons, on or about 29th November.

FOR COAST PORTS AND CALCUTTA.

S. S. "Sirsa," 2,800 tons, on or about 25th November.

MACKINNON MACKENZIE & CO.,
Agents.

Bombay, 17th November, 1904.

KING, KING & Co.,

BANKERS and EAST INDIA AGENTS,
BOMBAY.

PASSAGES ENGAGED and best available berths secured at lowest rates obtainable by P. and O. and all other Steamers, free of charge of Commission.

Latest List of Sailings, Fares and Handbook of information furnished by return of post on application.

SPECIAL REDUCED FARES for Railway Officials, Missionaries and Family Parties obtained.

Special attention paid to the grouping of Passengers travelling 2nd Class by P. and O.

Every assistance rendered to Passengers on arrival in Bombay. Baggage taken over at the Railway Stations and Shipped.

Special Agents of the Firm meet all Steamers at Brindisi and Marseilles.

Packages of every description received for Despatch as Cargo to Messrs. HENRY S. KING & Co., London, or Messrs. KING, BAILLIE and Co., Liverpool.

Freight and Marine Insurance at the Lowest Rates. Quotations furnished on application

KING HAMILTON & Co.,
Calcutta.

HENRY S. KING & Co., London.

AUSTRIAN LLOYD'S S. N. Co.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

BOMBAY to TRIESTE via ADEN, SUEZ, & PORT SAID.

DIRECT LINE.

Steamer.	Captain.	Tons.	To sail on
IMPERATOR	F. Mosca	4,119	1st Dec. 1904.
IMPERATRIX	G. Ghezzo	4,191	1st Jan. 1905.
IMPERATOR	F. Mosca	4,119	1st Feb. 1905.
IMPERATRIX	G. Ghezzo	4,194	1st March 1905.

PASSAGE MONEY.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE	Rs. 600	Rs. 325	Rs. 150

Takes Passengers to East African ports with transhipment at Aden.

ORDINARY LINE.

Steamer.	Captain.	Tons.	To sail on or about
† TRIESTE	D. Mistrorigo	5,095	8th Dec. 1904
*† MARIA VALERIE	P. Berbrovich	4,287	22nd Dec. 1904
*† GISELA	G. Daulanovich	4,260	27th Jan. 1905
*† CHINA	S. Tomanovich	6,000	23rd Feb. 1905

† Will call at Fiume. * Will call at Karachi.

PASSAGE MONEY BY THIS ROUTE,

	Saloon.	Deck.
TO TRIESTE OR VENICE	Rs. 400	Rs. 150

RETURN TICKETS TO TRIESTE AND VENICE AVAILABLE FOR ANY PERIOD WITHIN TWO YEARS.

1st Class, Rs. 900. 2nd Class Rs. 488. Saloon Rs. 600.

THROUGH TICKETS TO LONDON

1st and 2nd Class Single and Return Tickets are issued Via Trieste, the St. Gothards and other Routes

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyds and the Return Voyage by the Messageries Maritimes Co. at reduced fares

Passengers to VENICE tranship at TRIESTE to another steamer of the Company which takes about 8 hours to cross the Gulf.

STEAM TO JAPAN VIA COLOMBO, PENANG, SINGAPORE, HONGKONG, SHANGHAI, YOKOHAMA AND KOBE.

Steamer.	Captain.	Tons.	To sail on or about
CHINA	S. Tomanovich	6,000	27th Nov. 1904

For further particulars regarding Passages, Apply to

E. SCARPA, Agent-General,
Sassoon House, 54, Church Gate Street, Fort Bombay.

STEAM.

CALCUTTA TO AUSTRALIAN PORTS.
BRITISH INDIA STEAM NAVIGATION COMPANY, Limited.

PASSENGER Steamers are despatched from Calcutta direct to Adelaide, Melbourne, Sydney, and Brisbane, returning via Torres Straits booking Cargo and Passengers through to all ports in Queensland and New Zealand with liberty to call at Singapore and Batavia.

For Freight, Passage, or other Particulars, apply to

MACKINNON, MACKENZIE & Co.

Bombay, 17th November, 1904.

DEUTSCHE OST AFRIKA LINIE.
(GERMAN EAST AFRICA LINE.)

BOMBAY—AFRICA.

THE following Steamers will SAIL:—

Steamers.	Tons.	Capt.	To sail.
S. S. BUNDESRATH	2086	Ahrens	21st Nov 1904
S. S. SOMALI	2955	Volkertsen	1st Dec 1904
S. S. REICHSTAG	2086	Ihle	19th Dec 1904

Taking Passengers and Cargo for MOMBASA, ZANZIBAR, and all Eastern and Southern Ports of AFRICA up to CAPE TOWN.

For Rates and Particulars apply to

A. STRANDES,
Agent.

4, Medows Street, Bombay, 7th November, 1904.

CUTLER PALMER & CO.,
THE WINE MERCHANTS OF INDIA.
ESTABLISHED AT HOME IN 1815; AT BOMBAY 1842.

SOLE AGENTS FOR
C. P. & CO.'S
PALL MALL WHISKY.
11 YEARS OLD, A CLUB WHISKY—"PRIMUS IN INDIA."

SAMUEL ALLSOPP & SONS' Celebrated
"RED HAND" BRAND ALE and STOUT.
PURE CIDER CO.'S CIDER.

GAELIC "OLD SMUGGLER," WHISKY, Very popular.
C. P. & Co.'s "LA TORRE" SHERRY.
A NATURAL SOLERA.

SAMUEL ALLSOPP & SONS'
LAGER BEER.
15, ELPHINSTONE CIRCLE, BOMBAY.

McDOWELL & CO., LD.,
MADRAS.

REAL HAVANA CIGARS
MADE OF THE
FINEST
HAVANA TOBACCO.

PRICES:—
"MULETA" Principes
4⅜ inches, Rs. 19-12 per 100 in 50's.
Rs. 20-8 per 100 in 25's.
"COMPOSIA" Especiales
4⅜ inches, Rs. 17-0 per 100 in 50's.
"COMPOSIA" Imperatrix
4⅜ inches, Rs. 22-8 per 100 in 25's.
"MULETA" Graciosos
3¾ inches, Rs. 13-8 per 100 in 50's.
Rs. 14-8 per 100 in 25's.
ILLUSTRATED LEAFLET FREE ON APPLICATION.
Sample Boxes containing 5 of each of the above 4 brands delivered FREE anywhere in India at Rs. 3-15.
TRY THEM.

McDOWELL & CO.,
MADRAS AND LONDON.

TRY! TRY!! TRY!!
DR. SPOONER HART'S

1. PREPARED MEAL No. 1 for DOGS. 2 PREPARED MEAL No. 2 for PUPPIES
3. BISCUITS for DOGS. 4 PREPARED FOOD for POULTRY.
5. "NUTRIENT" (a rich Fluid Food given with the ordinary Food for HORSE and CATTLE).

1. Every Dog owner should use Dr. Spooner Hart's Prepared Meal No. 1 for Dogs, a staple diet of great value and equally suitable for all classes.
Re. 1-0 per 10-lb bag.

2. PREPARED MEAL No. 2 for PUPPIES.—This will be found "par excellence" the Food for them. Being soft and nutritious, Puppies thrive and fatten upon it and there is no fear of worms developing in the bowels (which Puppies are so liable to when fed on other materials) whilst they are on this food
Re. 1-0 per 10-lb. bag.

3. BISCUITS for DOGS.—An appetising staple diet for Sporting and other Dogs, and of great value to Shikar Parties, being easy of transport.
Rs. 2-0 per 10-lb. bag.

4. PREPARED FOOD for POULTRY.—Will double the profit of laying Birds and quickly increase the weight of Birds for the table, and is protective against disease.
Re. 1-0 per 20-lb. bag.

5. "NUTRIENT."—A fattening, conditioning fodder adjunct of distinction and unequalled value for maintaining condition. Horses and Cattle will fatten on it in a few days.
Rs. 3-0 per tin, with full directions.

R. S. HART BROS.,
CALCUTTA.

60,000 PIANOS
THIS IS THE NUMBER OF
BLUTHNER PIANOS
MADE AND SOLD DURING THE LIFE TIME OF
JULIUS BLUTHNER.
THE FOUNDER of the FIRM, who still actively controls the immense Factory, which he
ESTABLISHED FIFTY YEARS AGO.
NO OTHER MAKER can equal this RECORD. It is an overwhelming proof of the very high degree of excellence as regards tone and durability, which has been attained in the manufacture of the
BLUTHNER PIANOS.
FULL DESCRIPTIVE CATALOGUES ON APPLICATION.

SOLE AGENTS:
MARCKS & CO., LD.,
BOMBAY AND POONA.

APOLLO BUNDER
RESTAURANT AND CAFÉ.
THE TIFFIN, DINING AND BILLIARD ROOMS OF INDIA.
ESTABLISHED 1868.
STRICTLY UNDER ENGLISH MANAGEMENT.

BREAKFAST, TIFFINS & DINNER
TABLE D'HÔTE AND A LA CARTE)
On SHORTEST NOTICE, up to 8-45 P.M.,
from Re. 1 and upwards.
Separate Apartments can be reserved on application.
SPECIAL LADIES' ROOM FOR LIGHT REFRESHMENTS.

OUR BILLIARD ROOM
Is the best appointed in INDIA, Four First-Class Tables fitted with Roberts' Low Cushions.
COOL, SELECT, AND COMFORTABLE.

W. B. GREEN & Co.,
APOLLO BUNDER, BOMBAY.

THE HOTEL CONTINENTAL,
Nos. 9, 10, 11 & 12, CHOWRINGHEE ROAD, CALCUTTA.

THIS FIRST CLASS FAMILY HOTEL, situated in the healthiest and most fashionable European quarter of the City, commanding a splendid view of the Maidan, fitted with every convenience and comfort, maintains, as it has always done, a high class reputation for its cuisine.
The TABLE D'HÔTE is reserved for Hotel residents and their guests only.
The RESTAURANT A LA CARTE and PRIVATE TIFFIN and DINING ROOMS receive special attention.
A large LADIES' PAVILION has been constructed with the object of affording additional comfort to Ladies and their friends, where they can enjoy their afternoon Tea or Ices and Light Refreshments in quietude. Visitors are kindly requested not to smoke in the drawing-room on any account.
GUEST NIGHTS: Every WEDNESDAY and SATURDAY, ORCHESTRA in attendance.
No Public Bar kept.
F. A. BOSCOLO, Managing Proprietor.

HENNESSY'S
THREE STAR
BRANDY.
INSIST UPON HAVING IT.

GOOD NILGIRI COFFEE.
DIRECT FROM THE CURING WORKS.
TRADE S. & CO. MARK

30 lbs. Small Coffee delivered free at any Railway Station between Coimbatore and Bombay	Rs.	11	a. 14
3 1-lb. tins Finest Ground Coffee, Red Ensign label, delivered free of all charges at any address in India—V. P. Post		3	0
6 1-lb. tins do. do. do.		5	10

FOR FULL PARTICULARS OF WHOLE and GROUND COFFEE and TEA,
APPLY TO T. STANES & CO.
COFFEE WORKS, COIMBATORE.

PUBLIC NOTIFICATIONS.

NOVELTY THEATRE.

FOR A FEW NIGHTS ONLY.

THE JESTERS.

DIRECT FROM LONDON.

GRAND OPENING NIGHT,

MONDAY, 21st NOVEMBER,

In their Novel and Refined Musical Entertainment.

FUN AND FRIVOLITY

Introducing all the Latest Successes.

NEW SONGS, DANCES, MONOLOGUES, SKETCHES, &c.

The finest combination that has ever visited the East.

PRICES OF ADMISSION :—Rs. 4, 3, 2, AND Re. 1.

Box Plan at SOUNDY'S.

PHIL. G. CARLTON,
Business Manager.

THE ANCHOR LINE S.S. "ARABIA," has ARRIVED from GLASGOW and LIVERPOOL, and DISCHARGES in the VICTORIA DOCK.

CONSIGNEES are requested to PRESENT their BILLS of LADING for our COUNTERSIGNATURE, and to TAKE DELIVERY of their GOODS without delay.

Packages exceeding 30 cwts. in weight will be landed on the Quay at the risk and expense of Consignees, unless Boats are sent alongside to take delivery without delay.

Consignees are hereby expressly notified that all claims for damage must be adjusted by the Steamer's Surveyor before the Goods are removed from the Landing Shed. The Undersigned decline all responsibilities in respect of Goods removed to the Unclaimed Warehouse. All claims must be presented before the sailing of the Steamer, otherwise none will be entertained.

Captain MACFADYEN will attend every morning.

W. & A. GRAHAM & CO.,
Agents.

Graham's Buildings, Bombay, 17th November, 1904.

CONSIGNEES of CARGO per Austrian Lloyd's S. S. "CHINA," from TRIESTE and INTERMEDIATE PORTS, are hereby informed of the Vessel's arrival, and REQUESTED TO TAKE IMMEDIATE DELIVERY of their GOODS landed at the Victoria Dock, No. 8 Berth.

The Company's Surveyor, Captain MACFADYEN, will attend every morning to survey Damages, and all Claims in this respect must be adjusted within seven days after the discharge of the Cargo, otherwise they will not be entertained.

No surveys can be allowed after the seven days, or on Goods removed from the Landing Shed.

E. SCARPA,
Agent-General, Austrian Lloyd's S. N. Co.

NOTICE.

WANTED a passed HOSPITAL ASSISTANT for the Shahpur Dispensary to be newly opened. Pay Rs. 25. Apply to the Undersigned with Testimonials up to 30th instant. The date of passing the Hospital Assistant's Examination should be given.

BHAILAL P. SHAH,
Secretary, Ahmedabad Municipality.

16th November, 1904.

POSTAL NOTICE.

THE following instructions are issued as to the conditions under which POSTAL ARTICLES may be sent from India to Members of the Mission proceeding to Kabul (Afghanistan) :—

(a) Only Unregistered and Registered Letters, Postcards, Newspapers, Packets and ordinary, *i.e.* Registered and Unregistered, Parcels may be sent. Full prepayment of the postage at Indian Inland Rates and (in the case of Registered Articles of the Registration fee (2 annas) is compulsory.

(b) Unpaid or insufficiently paid articles and insured and value-payable articles cannot be sent, nor can Money Orders be drawn in favour of any Member of the Mission.

(c) UNREGISTERED Letters, Postcards and Packets should be addressed as follows :—

"(NAME),
KABUL MISSION,
via PESHAWAR."

REGISTERED Articles and all parcels (Registered or Unregistered) should be addressed :—

"(NAME),
KABUL MISSION,
CARE of DY. COMMISSIONER,
PESHAWAR."

Articles addressed to the care of the Deputy Commissioner, Peshawar, will be transferred by the Post Office to that officer for onward transmission, his receipt being taken for all Registered Articles.

A. U. FANSHAWE,
Director General of the Post Office of India.

Calcutta, the 14th November, 1904.

BOMBAY MUNICIPALITY.

NOTICE.

SEALED TENDERS will be received by the Municipal Commissioner for the City of Bombay up to 2 P. M. on MONDAY, the 5th day of December, 1904, for works in PIPE SEWERS, MANHOLES, FLUSH TANKS, VENTSHAFTS, SEPTIC TANK, and BACTERIA BEDS, for the Malabar Hill Sub district No. 1.

2. Form of Contract, Specification, &c., may on payment of Rs. 10 be obtained from the Deputy Executive Engineer, Drainage, Special Branch, who will on application give any further information that may be required.

3. Tenders must be accompanied by a Deposit of Rupees Two thousand and five hundred to be paid to the Chief Accountant in Cash or Public Securities, and to be forfeited in case of withdrawal of Tender or of refusal to sign the Contract.

4. A further payment to make the total deposit equivalent to 5 per cent. on the estimated Contract amount less the cost of articles to be supplied by the Commissioner under the Contract, will have to be made by the Contractor whose Tender may be accepted.

5. The Municipal Commissioner does not bind himself to accept the lowest or any Tender.

By Order of the Municipal Commissioner,

JOSEPH HALL, M. INST. C.E., M.I. MECH. E, &c.
Executive Engineer, Municipality.

Executive Engineer's Office, Bombay, 17th November 1904.

MOTOR UNION OF WESTERN INDIA.

DELHI TO BOMBAY RELIABILITY TRIALS.

ENTRIES CLOSE 1st December. Apply for particulars to the

JOINT HONORARY SECRETARIES,
Bombay.

BOMBAY PORT TRUST.

TENDER FOR COAL.

SEALED TENDERS will be received by the Chief Engineer at his Office, Ballard Road, up till 1 p.m. (Gun Fire) on TUESDAY, the 22nd November, 1904, for the supply of about 13,650 TONS STEAM COAL for twelve months, from January 1st to December 31st, 1905.

(1.) A Deposit of Rs. 1,000 to accompany the Tender.

(2.) Form of Tender with Schedule, Specification, and Agreement may be obtained at the Chief Engineer's Office, Ballard Road, on payment of Rs. 5.

(3.) The Covers to be endorsed "Tender for Coal." The lowest or any Tender will not necessarily be accepted.

(4.) The cost of stamping the Agreement to be borne by he successful Tenderer.

(5.) Each Tender will be received on condition that the Deposit accompanying it shall be absolutely forfeited if such Tender is withdrawn before the Tenderer receives formal intimation of the Trustees' decision in regard to his Tender.

6.) The Tender must state whether English or Indian Coal is offered, and give the name of the Colliery.

P. GLYNN MESSENT,
Chief Engineer.

Chief Engineer's Office, Ballard Road,
Bombay, 4th November, 1904.

BOMBAY PORT TRUST.

TENDER FOR COAL.

SMITHY NUTS.

SEALED TENDERS will be received by the Chief Engineer at his Office, Ballard Road, up till 1 p.m. (Gun Fire) on THURSDAY, 24th November, 1904, for the supply of about 500 TONS SOUTH HEITON SMITHY NUTS for twelve months, from January 1st to December 31st, 1905.

(1.) A Deposit of Rs. 250 to accompany the Tender.

(2.) Form of Tender with Schedule, Specification, and Agreement may be obtained at the Chief Engineer's Office, Ballard Road, on payment of Rs. 2.

(3.) The Covers to be endorsed "Tender for Smithy Nuts." The lowest or any Tender will not necessarily be accepted.

(4.) The cost of stamping the Agreement to be borne by the successful Tenderer.

(5.) Each Tender will be received on condition that the Deposit accompanying it shall be absolutely forfeited if such Tender is withdrawn before the Tenderer receives formal intimation of the Trustees' decision in regard to his Tender.

P. GLYNN MESSENT,
Chief Engineer.

Chief Engineer's Office, Ballard Road,
Bombay, 4th November, 1904.

PUBLIC NOTIFICATIONS.

NOVELTY THEATRE.

FANNY STANLEY OPERA COMPANY.

TO-NIGHT, TO-NIGHT.

CHARLEY'S AUNT,

CHARLEY'S AUNT,

CHARLEY'S AUNT,

In 3 Acts.

To be followed by a Grand Musical Melange.

TO-MORROW, SATURDAY,

LAST NIGHT.

The Delightful Comic Opera

BY AUDRAU

"LA MASCOTTE."

Prices Rs. 4, 3, 2 and Re. 1.

Doors open 8-30. Overture 9-30.

Plan at SEYMOUR DOVE & Co.

ST. GEORGE'S HOSPITAL NURSING ASSOCIATION.

IT has been decided by the Committee to REDUCE the CHARGE for FULLY TRAINED NURSES employed at Private Cases by reverting to the former rate of Rs. 5 per Nurse per day for ordinary cases of sickness.

Nurses can be obtained by application to the LADY SUPERINTENDENT, St. George's Hospital.

JAMES P. CHRYSTAL,
Honorary Secretary and Treasurer.

SEALED TENDERS for MEDICAL STORE SUPPLIES will be received upto 12 noon, on the 15th December, 1904,

For further particulars and tender forms, apply to the Undersigned.

H. S. C. CARRUTHERS, Lt.-Col., I. M. S.,
Medical Storekeeper to Govt., Madras Command.

Government Medical Stores, Mint Buildings, Madras, Dated 11th November 1904.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.

TESTAMENTARY AND INTESTATE JURISDICTION.

EDWARD VII, by the Grace of God of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

Petition for Letters of Administration of the property and credits of KERSONDAS CHHAGANDAS TAILOR, late of Bombay, Ghoghary Luwana Hindu inhabitant, deceased.

BHAWAN HARIBHAI, of Bombay, Hindu inhabitant, a partner in the firm of CALLIAN MOTI & Co, Milliners, residing at Kitchen Garden, Mangaldas Chawl, outside the Fort.....Petitioner.

ALL PERSONS claiming to have any interest in the Estate of the abovenamed deceased are hereby cited to come and see the proceedings, if they think fit, before the Grant of Letters of Administration.

Witness SIR LAWRENCE H. JENKINS, K.C.I.E., Chief Justice at Bombay aforesaid, the Fourteenth day of November in the year of our Lord, One thousand nine hundred and four and in the fourth year of our Reign.

The Seal of the High Court of Bombay.

L. N. BANAJI,
Registrar.

A. M. KAJIJI,
The 14th day of November, 1904.
Messrs. BHAISHANKER, KANGA & GIRDHARLAL,
Petitioner's Attorneys.

SALES BY AUCTION.

BENNETT AND COMPANY,
No. 22, APOLLO STREET.

TO-MORROW, SATURDAY, the 19th instant, at 3 p. m., Messrs. BENNETT and Co., will sell by Public Auction at their Rooms, a quantity of grey and coloured piece-goods, etc.

1 lot gent's furniture and 1 billiard table cloth old

AT 1-30 P.M,

1 handsome strong victoria, in very good order
1 handsome strong glass fronted miniature brougham in very good order
1 handsome strong palanquin office shigram, in very good order
1 grey Arab, quiet in harness
1 bay pony, quiet in harness and saddle.

BENNETT & CO.

Bombay, 18th November, 1904.

CRAWFORD AND COMPANY,
No. 7, MARINE STREET.

AUCTION SALE OF GRAND, SQUARE AND COTTAGE PIANOS.

THIS DAY, FRIDAY, the 18th instant at 1 p.m. Messrs. CRAWFORD and Co. are instructed to sell by Public Auction at the corner of Church Gate Street, Fort, next to Messrs Ditmar's show room the following :—

1 ebonized full grand brass bound piano by Bluthner in very good order (imported by C. Marcks and Co.)
1 Mahogany brass bound square piano by Marcks.
2 Ebonised grand upright pianos by Rose and Co.
1 Mahogany square brass bound piano by Schiedmayer and Soehn.

Also the property of a deceased Dental Surgeon consisting of dentistry and medical books, consisting of American system of Dentistry, Gray's Anatomy, Thomas on Diseases of Women, Dictionary of Medicine, etc. cupboards, almyras, sideboards, marble top tables, chairs, marble clock large mirror cabinets, lamps, roll top writing desk, English made tooth making machine, by Ash, one large size fret-work elegant partition screen fitted with mirror and Chian panels etc.

The above is on view.

SALE OF CALCUTTO SALT.

THIS DAY, FRIDAY, the 18th instant, at 2 p.m., Messrs. CRAWFORD & Co. will sell by Public Auction at their Rooms, by order of the concerned and on account and at the risk of Messrs. Vallibhoy Caiebhoy and Co.

Remaining Calcutto salt weighing 99 annas and 12 maunds of samvant 1955, 1953 and 1950, as now lying at Matunga in five Government salt pans.

A deposit of 50 per cent. will be required at the time of sale.

WEEKLY AUCTION SALE.

On MONDAY, the 21st instant, at 2 p.m, Messrs. CRAWFORD & Co, will sell by Public Auction at their Rooms, a quantity of grey, white and coloured piece-goods, and the following :—

Household furniture, such as dining table, chairs, easy chairs, drawing-room suit of sofas and chairs, lined silk tapestry, cupboards, chest of drawers, dressing washhand and writing tables,

The property of a gentleman, consisting of uniform dress, wearing apparel, table and bed linen, blankets, folding cot, chest-of-drawer, 2 Banjos, &c.

1 18 carat gold watch by C Freres.
1 S. B. rifle sighted to 1,000 yards.
1 Granite Marble suitable for graveyard monument, a number of pictorial books.
1 D B Gun and rifle combined by T Hollis, sighted to 1280 yards.

The property of a Parsee gentleman :—

1 full plate camera by Adams with Cook's lense, Thornton and Picard shutter and 6 double slides, complete, in leather case and in good order and two other small cameras and other photographic accessories.

AT 2 P.M,

Several ladies' and gents' bicycles, by different makers.
1 light rubber tyred victoria.
1 second hand vis-a-vis
1 light dog cart.
1 glass fronted double seated brougham
And any other carriages and horses which may be offered.

On WEDNESDAY, the 23rd instant, at 1 p.m., Messrs. CRAWFORD and Co., are instructed to sell by Public Auction, at Frere Road, opposite the European General Hospital, the stock-in-trade of a furniture maker, consisting of single and double almiras and wardrobes, chest of drawers with mirror, large writing table, marble top tables and teapoys, light, easy and low chairs, new designed bedstead and cabinets sofas, etc.

The above will be on view 3 days before the sale.

Under instructions from the Administrator-General, Messrs. CRAWFORD & Co. will sell by Public Auction in Bora Bazar Street, Fort, on FRIDAY, the 25th instant, at 2 p.m., the following effects belonging to the estates of the late Jaijee, widow of Bezonjee Sorabjee Rechina alias Mota Fram, and the late Navazbai, wife of Bomonjee Rustomjee Mulla Feroz, viz :—

Plain and glass door cupboards, bedstead, boxes, large lot of copper and brass utensils, glass vase, lamps etc.

The above will be on view two days before sale.

CRAWFORD & CO.

Bombay, 18th November, 1904.

DIABETES of any STAGE and STANDING will be cured by our specific. S. SUBBA RAO Esq., Bombay, writes :—"Having seen an Advertisement in the "Bombay Gazette," I tried your specific for

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By God's blessing and your medicine, I am perfectly cured."

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ENGLISH-MADE Electro-Plated Presentation Table Lamps, Artistic but not obtrusive, Fitted with globes and chimnies or lace shades, holders and chimnies, From Rs. 18 to Rs. 95 each.—MARCKS & Co., Ld., Jewellers, &c., Bombay and Poona.

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AN English Family can receive a MARRIED COUPLE or BACHELOR, as PAYING GUESTS on Apollo Bunder. "Box No. 1697N." Advt. Dept. "Bombay Gazette."

WEBSTER'S INTERNATIONAL DICTIONARY, new revised Edition with 25,000 additional Words, Phrases and Definitions. Prices and Prospectus to BOOKS AND NEWS AGENCY, Dadur, Bombay.

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REPAIRS OF Re. 1-8 within 25 years. I take this opportunity to tell you that Singer's Sewing Machine, which I purchased 25 years ago, has required only Re. 1-8 for repairs, and it is still going strong of all parts. J. R. Gardener, 16, Forbes Street, Bombay.

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No slipping off the Nose.

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PAID UP CAPITAL.....£562,5000
RESERVE LIABILITY OF SHAREHOLDERS.....£562,500

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The Bank of England,
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R. NICOLL,
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GEORGE MILLER,
Acting Agent.

Esplanade Road, Bombay.

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Sterling Reserve Fund	$ 100,00,000
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COLOMBO.	NAGASAKI.	SOURABAYA.
FOOCHOW.	NEW YORK.	TIENTSIN.
HAMBURG.	PEKING.	YOKOHAMA.

BOMBAY AGENCY.

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(HARVEY'S WATTS' EMBROCATION.)

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THE Florio Rubattino S N Co's steamer Capri, 2717 tons, Captain G Belsito sailed yesterday for Hongkong with a general cargo, 5 cabin and 10 deck passengers

THE Bombay and Persia S N Co's steamer Gulf of Trinidad, 1604 tons, Captain T Hughes, sailed yesterday for Jeddah with a general cargo and 180 deck passengers

THE B I S N Co's steamer Dumra, 763 tons, Captain M G Williams, arrived in harbour yesterday from Karachi 15th November with a general, one cabin and 410 deck passengers

THE B I S N Co's steamer Goalpara, 1359 tons, Captain A E G Tipper, arrived in harbour yesterday from Basreh 31st October with a general cargo, 50 cases opium, 3 horses and 335 deck passengers

THE following passengers arrived here by the Austrian Lloyd's s s China Captain S Tomanovich, from Trieste this morning :—Miss Cairbridge, Mr F Bradbury, Mr Campbell, Mr and Mrs Cheleatis and child, Count Csiraky, Mis and Mrs J N Drosos, Miss Dickson, Miss Fritsch, Mr and Mrs Gutsche, Mrs S Gallo, Miss Geddes, Mr Greaves, Mr Hulsebrand, Major and Mrs Holpl, Mrs Horoury, 2 Misses Horbury, Mr and Mrs Knowles child and infant, General McCausland, Countess Keglevich, Mr and Mrs Phillips, Mr Rittstiev, Mr Simson, Captain and Mrs Wood, Mrs Weylandt, Miss Weylandt, Mrs Toofiatos, Mr Abdul Osman.

MAN-OF-WAR AND ROYAL INDIAN MARINE SHIPS.

IN GOVT. DOCKYARD.

I G T S Patrick...Stewart...Comdr...Tindall..I G T Steamer,
H M S Lapwing .... Royal Navy
R I M S Comet .....Comdr .....Stocken .....R I Marine
R I M S Elphinstone ...Comdr.....Hudlestone.....R I M
Torpedo Boat Baluchi... ....
Do Karen..... ....
Do Pathan ... .

FRENCH FLEET.

Descartes .....4600 Comdr.....A met .....Cruiser
Le Sabre..... 353 Comdr Lebail....Torpedo B Destroyer
La Francaise ... 303 Comdr Cotoni....Torpedo B Destroyer
Six Torpedo Boats.

VESSELS IN THE HARBOUR.—Nov. 17.

Vessel.	Ton.	Cap'.	Destination.	Date.	Agent.
H M S Porpoise		Comdr.	Hotham		Royal Navy
India	2591	Forbes			M M & Co
Bancoora	2198	Abbott			M M & Co
Ksha	498	McDiarmed			M M & Co
Okara	3139	Fenwick			M M & Co
Nuddea	1944	Scott			M M & Co
Madura	1273	Cuthbush			M M & Co
Africa	1302	Carey			M M & Co
Malta	3900	Peters			P & O S N Co
Katoria	664	McClelland			M M & Co
Abaukir	2146	Killa			K Nixon & Co
Ilirda	3362	Morton			M M & Co
Colgtara	3430	Davis			M M & Co
Sutherland	2277	Wallace	W & A Graham & Co		
Argyll	2281	Harrison	W & A Graham & Co		
Arroyo	2397	Flough			A Yule & Co
Lhasa	894	Trouson			M M & Co

VESSELS IN DOCKS.

PRINCE'S DOCK.

B Clan Graham ...1857 Whyte. L'pool ...23-11 E Muir & Co
D Dido ...3157 Pickering...Kobe ...25-11 F Wulr & Co
G Mohamadi ...1252 Gailey...R Sea Ports..19-11 B & P S NCo
H Gulf of Trinidad 1701 Hughes R Sea Ports..17-11 B&P S N

P. DOCK H. WALL.

Mahanadi ..... 547 Hoosein.....M'lore.... 18-11 Shpd & Co
Ponani ..... 592 Mohamed .....B'negar...19-11 Shpd & Co
Couland ..... 760 Ebrahim.....G Ports.....17-11 Shpd & Co

P. DOCK M. D. D.

Bundsrath ....1527 Ahrens...Zanzibar.... 21-11 .. A Strandes

VICTORIA DOCK.

Shed.	Vessel.	Ton.	Capt.	Destinations.	Date.	Agent.
1	Ville de la Tamatave..	2253	Peancellier...	Dunkirk		K Nixon & Co
2	Clydesdale	2296	Levenburg...	Antwerp...	26-11	M M & Co
3	Arabia	2330	Read	.....		W & A Graham & Co
5	Tientsin	2559	Goldsmith...	Japan.....	26 11	P & O S N Co
6	Granby Hall	2585	Jenso...	Antwerp 18-11.....		M & Co
7	China	3855	Tamanovich...	.....		A L S N Co
9	Axenfels ...2-2...		Karachi 19-11	Weihmann..	Glade & Co	
11	Arcadia.....	3314	Cubitt.....	Aden	19-11	P & O Co
12	Egypt	117	.....	Leiden 20-11		P & O Co
15	Camberwell.....	2383	Baines ...A'werp...	30-11	M M & Co	
16	Cromwell.....	1977	Scheel.....	Antwerp	24-11	M M & Co

ARRIVALS.

Nov.	Vessel.	Commander.	From
17	Arabia s	Read	Glasgow
	China s	Tomanovich	Trieste, Oct 27
	Goalpara s	Tipper	Basreh, Oct 31
	Dumra s	Williams ...	Karachi, Nov 15

DEPARTURES.

Nov.	Vessel.	Commander.	Destination.
17	Capri s	Belsito	Hongkong
	Putiala s	Scott	Zanzibar, &c
	Gulf of Trinidad s	Hughes.....	Jeddah

The steamer China, entered for loading yesterday for China.

MADRAS.

ARRIVALS.

Nov.	Vessel.	From
2	Zinnia	Calcutta
8	Clan Ranald	Liverpool
8	Umlazi.....	Calcutta
9	Planet Venus	New York
9	Wartenfels	Middlesbro'
11	Ardito	Venice
15	Bihara	Rangoon

(REUTER'S TELEGRAMS.)

STEAMER MOVEMENTS.

The City Line Co's steamer City of Vienna, left Suez for Bombay on the morning of the 16th instant.

The B I S N Co's steamer Golconda, left Aden on the evening of the 15th instant.

ADEN, Nov 17.

The P and O Co's steamer Mongolia, with the homeward mails of the 12th instant arrived here at 3 a.m. to-day.

SUEZ, Nov. 17.

The P and O Co's steamer Marmora, with the outward mails of the 11th instant, left here at 6 a.m. to-day.

DAILY EXPORTS.—NOVEMBER 17.

FOR LONDON.

Arcadia s—1 3-4 cwts ivory K N Miani
Egypt s—8 cwts fishmaws A Chagla and Co; 2 bales carpets H G Mahomed

FOR HULL.

Dido s—91 bales hemp Kiddie Reeve and Co; 22000 cwts cottonseed Waghjee Bacher; 2000 cwts cottonseed A Khimjee

FOR ANTWERP.

Clydesdale s—800 bales cotton fly and waste C Heerjee and Co; 1004 cwts myrabollams Khjee Oomersey; 50 bales hemp The Bombay General Trading Co; 10 cases candiments Owen and Okell; 1001 cwts barley Nansee Khairaz and Co

Cromwell s—55 bales cotton E Spinner and Co

FOR YOKOHAMA.

Tientsin s—150 cwts coir Malting Bume and Reif

FOR KOBE

Tientsin s—350 bales cotton Gaddum and Co; 3 bales cotton J A Begbie and Co; 200 bales H N Madraswalla and Co; 10 cwts col mbo roots R Jewandas

FOR HONGKONG.

Capri s—7 cases opium F Rubattino S N Co
Tientsin s—3 cwts kuddoo and 1 case saffron R Jewandas

FOR SHANGHAI.

Tientsin s—2 bales twist The Union Mill; 500 bales twist Talati and Co; 200 bales twist Sam Yee and Co; 1000 bales twist C Ebrahim and Co; 11 bales twist David Sassoon and Co

BEAUTY AND GIHYENE.

For health, beauty and luxury, use the "Albion Milk and Sulphur Soap," which lady Constance Howard writes is "pleasant to use and whitens and softens the Skin." Also Testimonials from Countess Bathurst, Lady White, Viscountess Exmouth, Lady Darothy Nevill and many others. Delicately perfumed. Warning—When buying the Albion Milk and Sulphur Soap, see that the name and figure head of "Albion" are on the wrapper. Sold by all Chemists, Grocers &c

DOMESTIC OCCURRENCES.

THE Charge for Announcements of BIRTHS, MARRIAGES DEATHS and MEMORIAM Notices (which must be authenticated by the name and address of the sender) is Rs. 2 for six lines or less, and 8 as. for every additional lines CASH strictly in ADVANCE.

OTHER PRESIDENCIES.

DEATHS.

MCFARLAND—November 12, at Madras, after a long and painful illness, Georgianna Katherine, dearly loved wife of Pensioned Sergeant James McFarland, aged 64 years and 7 days.

STEVENSON—November 11, at Phulchena Tea Estate South Sylhet, Frances Louisa, wife of C L Stevenson and daughter of the late T W J Dent, of Flass Westmoreland.

KEMP'S
"CHIRETTONES."

Tablets made from our well-known "SACCHARO-CHIRETTINE"—These contain the active principle of the Chiretta Plant, extracted by a process discovered by us. It is equally efficacious with Quinine as Tonic and Antiperiodic, promotes appetite, and improves the digestion, obviates flatulency, and diminishes the tendency to acidity. As a general tonic it is not excelled by any remedy. Promptly taken these tablets ward off cold and fever.

Re. 1-0 per bottle of 100.

SOLE MANUFACTURERS :
KEMP & CO., LD.,
WHOLESALE AND RETAIL
PHARMACISTS,
BOMBAY.

BOMBAY,

TO-DAY.

Sun rises, 6h, 9m. Sun sets, 5h. 21m. High water, 8-0m., 8-55a. Low water, 1-21m. 2-14a.

B. V. A.. Conversazione and dance, Nesbit Lane Head-quarters, 9 p. m.

Novelty Theatre, Stanley Opera Company, 9-30 p. m.

A MILL ACCIDENT.—Shrepati Amruta, a Hindu mill hand, aged twenty-five years, while at work in the Dinshaw Petit Mill, at Parel on Wednesday, had his right hand accidentally caught in a calander machine. He was conveyed to the J. J. Hospital where the hand was amputated from the wrist.

MILL FIRE IN BOMBAY.—At 6-15 o'clock last evening a fire broke out in the blow room of the Jubilee Mill, situated at Sewree. On an alarm being given by the automatic sprinklers in the blow-room ringing the mill fire alarm-bells, the mill hands who were still working were quickly on the spot and at once set the mill fire appliances in motion and extinguished the fire within half an hour. Five men were injured in extinguishing the flame, who were removed to the J. J. Hospital. The damage done by fire is nominal.

SUSPICIOUS DEATH OF A NATIVE SOLDIER.—Subedar Nundjan of the 104th Rifles, now encamped at Wakola, a place two miles off the Santa Cruz Railway Station, died from the effects of some irritant poison in the military hospital there on Tuesday evening last. As the deceased was reported to have died under suspicious circumstances, the officer commanding has forwarded the body to Bombay with a view to ascertain the cause of death. A Coroner's inquiry will be held this evening on the body of the deceased.

ILLEGAL POSSESSION OF COCAINE.—At the Esplanade Police Court, yesterday morning, before Mr. J. Sanders-Slater, Chief Presidency Magistrate Mr. A. P. Bhownagree, Abkari Inspector prosecuted one Ramji Purbhudas, a servant of Harjivan Khimji, a shopkeeper, at Gumbharwadi for being in possession of 15 grains of cocaine without a license. The accused pleaded not guilty, saying he had not the cocaine in his possession. The prosecuting Abkari Officer, two others and P. C. No. 93 Bala Sambhoo, affirmed having found the cocaine the previous night in the accused's shop, of which he was in sole charge in the absence of his master. The Magistrate convicted the accused and fined him Rs. 20, and ordered the cocaine to be confiscated.

THE BORI BUNDER STABBING AFFRAY.—The coolie Mahomed Appabhoy, who was stabbed in the neck with a knife by another coolie near Bori Bunder at midnight on Tuesday, and who had since been lying in the Goculdas Tejpal Hospital, died yesterday morning at 3 o'clock. After his admission into the hospital, the deceased never regained consciousness. From further inquiries made by the police it appears that the deceased arrived in Bombay with his sister from up-country about two months ago and lived with her and her husband at Chira Bazar, Girgaum Road. The deceased was not altogether right in his mind and left his sister about a month ago. Since then he had no fixed place of residence, sleeping at any convenient place and earning his livelihood by working as a basket coolie. When removed to the hospital he had in his possession about Rs. 18 in cash.

ILLICIT SALE OF COCAINE.—Before M. P. H. Dastur, at the Mazagon Police Court yesterday, Mr. F. A. Ingle, Assistant Collector of Abkari, charged Hassum Casum, a Mahomedan, with selling cocaine without a license, Mr. Pereira, pleader, defended the accused. The evidence showed that in consequence of certain information previously received Mr. Ingle in company of Inspector Darashaw and a few Abkari peons, proceeded to a lane, near Northbrook Garden on Wednesday evening. Here Mr. Ingle marked Rs. 6 and gave them to a witness with instructions to go to the accused and purchase cocaine from him with the money. The witness met the accused in the street, who received the money and gave in return a tube of cocaine to the witness. The Abkari officers, who were watching the transaction, went up and arrested the accused with the marked money in his possession. The accused pleaded guilty to the charge and was sentenced to pay a fine of Rs. 40.

FROM TO-DAY

RUDGE WHITWORTH
BICYCLES
WILL BE SOLD AT
Rs. 165
FOR CASH ONLY.

J. A. KIRKBRIDE & CO.,
60, TAMARIND LANE.

COMMERCIAL INTELLIGENCE

LONDON, Nov. 16.

SECURITIES—

2 3-4 per cent. Consols	£88 1-4	=	— 1-8
3 do. Rentes	£98 1-2	=	unchanged
3 1-2 do, Indian Sterling Loan	£105 3-4	=	do
3 1-2 per cent, Indian Enfaced Rupee Paper	£85 3-8	=	do

SILVER—

Spot in London	26 13-16	=	— 1-16
2 months hence	26 9-16	=	— 1-16
Spot in New York	53 1-8	=	— 1-3

EXCHANGES—

Paris cheques	25*13 1-2	=	— 1-2
Berlin	20*36 1-2	=	unchanged
New York Demand	4*36 3-4	=	do

DISCOUNTS—

Bank of England	3 per cent	=	do
3 months' sight Bank Bills	3 per cent	=	do
6 " " Fine " Trade Bills	3 1-8 per cent	=	do
3 " " "	3 1-4 per cent	=	do
6 months' sight Fine Trade Bills	3 5-8 per cent	=	do

INTEREST—

Day to day loans	1 3-4 per cent	=	— 1-4
7 day market loans	2 3-8 per cent	=	— 1-8

At the Periodical biddings for Council Bills for Rs. 123,00,000

Rs. 24'80	were allotted to	Calcutta
Rs. 24'80	do	Bombay
Rs. 8'20	do	Madras
Rs. 57'80	At Is. 4 1-16d.	

Minimum rate received 13 per cent. Average rate 16'06
Telegraphic Transfers—

Rs. 26'30	were allotted to	Calcutta,
Rs. 33'70	do	Bombay
Rs. nil	do	Madras
Rs. 62'20	At Is. 4 3-32d.	

Minimum rate received 13 per cent. Average rate 16'10
Total amount sold during the week Rs. 91,50,000
Amount to be allotted next week Rs. 100,00,000
Extra allotments.—Nil

SUGAR—
German granulated 1st marks 15 11-16 O.-N. Firm.
METALS—
Copper Braziers £74
Yellow metal 6 3-4d.
RUBBER—
Para Rubber 5 2 sellers
RICE—
White Delhi 31 D.-J. sellers
White Karachi 30 N.-D., sellers } quieter
Red Karachi 29 3-8 N.-D, sellers
RAPESEED—
Yellow Cawnpore 33 3-4 D.-J. done
Brown 31 N.-D, done } firmer
COFFEE—
Coffee in New York, 8 7-16

TALLOW.

Finest Australian Beef	28-0
Finest Australian Mutton	29-0
Tone of Auction, Firmer.	

In **Liverpool**—Cotton Market closed quiet Surats quiet, Manchester firm, Total sales 8,000, Spot 5'44 Egyptian F. G. F. Brown 8 1-4, Sold on speculation and for Export 1,000, Imports 8,000 Arrivals closed steady.

Nov.-Dec.	Dec.-Jan.	Jan.-Feb.
5'33	5'33	5'35
—6	—6	—6
Feb.-Mar.	Mar.-April	April.-May.
5'37	5'38	5'40
—6	—6	—6
May-June.	June-July	July.-Aug.
5'41	5'41	5'41
—7	—7	—7

Receipts at U S Ports	55,000
Do. last year	76,000
Exports to Great Britain	54,000
Do. Continent	39,000

In New York—

Spot	10-15 —10
Futures, month of December	9'77 — 6
Do. do. March	9'97 — 8

In New Orleans—

Spot	9 3-4
Futures, month of Feb.	9'77 — 12
Do. do. May	10'02 — 12
Tone at close	Bassly steady.

Arrivals of Cotton, Wheat and Seeds into Bombay, for the 24 hours ending at 6 p. m., on Wednesday, 16th November, 1904 :—

Cotton	5,321 bales.
Wheat	20,137 cwts.
Linseed	6,331 "
Rape, Rai and Mustard	743 "
Gingellyseed	6,593 "
Poppyseed	73 "
Groundnuts	161 "
Castorseed	635 "
Rice	2,295 "
Myrabollams	161 "
Cottonseed	993 "
Mowrseed	547 "
Gram	311 "
Jowar	721 "
Maize	138 "

BOMBAY, THURSDAY, Nov. 17.

Exchange—Tone quiet.
Bank T.T. .....Is 4 3-32 to 1-16d.
Bank Demand .....Is. 4 3-32d.
Credit Bills 3 Months' Sight D. A. Is. 4 9-32d.
Do 6 do do Is. 4 13-32d.
French Francs 3 do do 170 3-4
Marks 3 do do 138 1-4
Hongkong 30 Days' Sight 136
Shanghai 30 do do 192
Japan 30 do do 148
GOVERNMENT PAPER—3 1-2 per cent. Tone steady.
Cash 97-8
1st Settlement ... ... 97'8
Money Market,—Tone steady.

BANK RATE,—

Bank of England since	21st	April	3	per cent.
Bank of Bombay do	20th	October	5	do
Bank of Bengal do	10th	November	6	do
Bank of Madras do	6th	July	4	do

SEEDS—

Linseed.—Tone quiet, Ready	Rs.	a.	p.
	5	13	0 to 5 12
Rapeseed.—Tone quiet.			
Brown Cawnpore, Ready.	4	14	0 to 4 15
Yellow Cawnpore, Ready.	5	6	0
Poppyseed.—Tone quiet.			
Ready	5	6	0 to 5 7 0
Castorseed—Tone quiet,			
Ready ... ... Rs.	22	to	22 1-2

GINGELLYSEED.—Tone quiet.
Howree Khandeish.....Rs. 35 1-2 to 36.
15 per cent Mixed.....Rs. 34 1-2 to 35 Dec-Jan.

LIVERPOOL OPENING TELEGRAM.

Tone—		easier.
Estimated sales	bales	8,000
Imports	do.	19,000

Nov.-Dec.	Dec.-Jan.	Jan.-Feb
5'29	5'29	5'31
—4	—4	—4
Feb.-Mch.	Mch-Apl.	Apl.-May.
5'33	5'34	5'36
—4	—4	—4
May-June	June-July	July-Aug.
5'37	5'37	5'37
—4	—4	—4

COTTON.—The market is easier to-day, following home advices, and prices are partially Re. 1 lower. Little business is reported at Colaba, this afternoon.

Official quotations of the Bombay Cotton Trade Association, Limited :—

	Gts.	Fine F.-G.	Gd.	Dely.
Bengal (H.-G.) (Ry.terms) ...	202	192	...	25 Dec.
Bengals (H.-G.) (Ry.terms)...	200	190	...	25 Jan
Oomrawatee(descriptions)M-G.	218	...	...	25 do.
Khandeish (M.-G.) ...	...	213	207	25 Dec.
Do. do. ...	...	209	203	25 Jan.
Khanganm fair staple (H-G) } Karanja do. do do. }	221	...	...	25 do.
Akola do. do. do }				
Dhamangaum Poolgaum (M-G)	222	...	...	25 do.
Nagpur Kamptee (M.-G.)...	224	...	...	25 do.
Broach (M.-G.) ...	255	...	...	1/25 Mar.
Do. (M.-G.) ...	...	...	245	15/25 do.
Jalgaon (M. G.) ...	...	215	209	25 Dec.
Do. (M.-G.) ...	...	212	206	25 Jan.
Bengal (M. G.)	210	200	...	25 Nov
Do.	205	195	...	25 Dec.
Do.	205	195	...	25 Jan
Sind-Punjab...	210	200	...	25 Nov
Do.	205	195	...	25 Dec
Do.	205	195	...	25 Jan.

THE AFFAIRS OF AN UNDERTAKER.

SUIT IN THE HIGH COURT.

THE Hon. Mr. Justice Russell heard at the High Court yesterday a suit brought by Vincent A. S. Pereira, against Joaquim V. Fernandes and another, in which the plaintiff prayed for an order against the defendants to render him on account of the property, monies, outstandings, and profits of the business of Edward Jones and Co., undertakers and sculptors, received by them to deliver to him, the books and documents and all other property belonging to the said business in their possession etc. Mr. Kirkpatrick and Mr. Baptista, instructed by Messrs. Sorabjee and Jehangir, appeared for the plaintiff; and the Hon. Mr. Scott and Mr. Lowndes, instructed by Messrs. Daphtary and Ferreira, appeared for the first defendant; and Mr. Davar and Mr. Bahadurjee instructed by the same solicitors, appeared for the second defendant.

The plaintiff stated that one Rose Mary Annunciation died at Bombay, on the 19th December 1901, possessed of a business which was carried on under the name and style of Edward Jones and Co., undertakers and sculptors at Byculla, having duly made her last will, and appointed three executors thereof, namely her son John Edward Annunciation, Joseph Bocarro, and the plaintiff. The business was bequeathed by her to her four sons, with power to continue it. John Edward Annunciation, on attaining majority, obtained the license for the undertaker's branch of the business from the Christian Burial Board of Bombay and managed the same. He appropriated to his own use the profits and income till his death, which took place in March 1902. After his death, the defendants took possession of the stock in trade and other property of the business and continued to manage the same. All the out-door work, thereof, was transacted by the first defendant, while the writing and office work was attended to by the second. The business was very profitable, and they divided the profits among themselves. In August 1903, probate of the will was granted by the High Court to the plaintiff, reserving the right of Joseph Bocarro to apply for the same thereafter. The plaintiff had called upon the defendants to render to him an account of their management and of the monies received by them in respect of the business. The first defendant furnished to the plaintiff a statement purporting to be on account of the receipts and expenses of the business, and soon after sued the second defendant and the plaintiff in the Small Causes Court on a promissory note for Rs. 1,500 signed by John Edward Annunciation. The suit was ultimately compromised solely on the advice of the plaintiff's attorney and counsel. Plaintiff said he was ill advised, and had it not been for such advice and the pressure brought to bear upon him by the lawyers, he would never have consented to the compromise. In May 1903, plaintiff took charge of the business and had discovered that the account rendered to him was incorrect and misleading; and he had called upon the defendants to deliver to him, as executor, all vouchers, account books, and documents belonging to the business, but with the exception of a few unimportant books and papers, the defendants had not complied with the demand. Plaintiff believed that if proper accounts were taken, a large sum would be found due to him from the defendants in respect of monies and other property belonging to the estate of the deceased.

The defendants, in their written statements, denied the material allegations made against them. They made long statements with a view to exculpate themselves from the allegations made in the plaint. The second defendant, Philomina Marsh, lately the widow of J.E. Annunciation, eldest son of the deceased, said Rose Mary did not die, possessed of the business as alleged, but that it belonged to her father-in-law J. J. Annunciation, who died several years ago, and that after his death, Rose Mary managed the business for and on behalf of herself and the sons of J.J. Annunciation. She said the plaintiff had filed this suit with a view to harass and annoy her.

The hearing of evidence in the case was proceeded with.

THE WEATHER.

[BY TELEGRAPH.]

SIMLA, NOVEMBER 17.

Thursday.—The barometer has fallen in most stations and the fall has been brisk in North-West India, but pressure is still higher than usual over the whole country. Light cloud is reported from Baluchistan, North-West Frontier, Province West Punjab, Upper Sind and Kathiawar. Cloud has decreased in the Peninsula. Temperature has been unusually high in Baluchistan and Sind and is lower than usual in the West Himalayas, East Punjab, United and Central Provinces, Bihar and Chota Nagpur. The lowest temperature recorded was 11 degrees at Dras. No rain has fallen except in Ceylon and at Trivandrum. Colombo reports 2 inches. No rain is likely during the next 24 hours except possibly a few local falls in South Burma and the South Peninsula.

TELEGRAPHIC WEATHER AND CROP REPORTS, 17TH NOVEMBER.

Amritsar.—Bright, no sign of rain. Rapeseed smaller area sown this year.

Hissar.—Bright no sign of rain. All crops doing well.

Delhi.—Bright, no sign of rain. Cotton plants expect only slight damage owing to recent rains. Late rains expected to improve wheat crop.

Agra.—Bright, no sign of rain. Cotton arriving in small quantities.

Cawnpore.—Seasonable. Rabi crop prospects generally good.

Beawar.—Cloudy, but no rain. Mornings cold and dewy. Cotton picking general and arriving in small quantities.

Amraoti.—Bright no sign of rain. Cotton picking general.

Khamgaon.—Dewfall insufficient. Cotton picking general. Food-grains doing well. Rabi crop prospects generally good.

Dhulia.—Bright, no sign of rain. All crops doing well.

Broach.—Bright, fair; mornings cold. Cotton plants show bolls rapidly ripening. Cotton picking general and arriving in small quantities. Food-grains suffering from want of rain.

Viramgam.—Bright, no sign of rain. Rain much needed generally. Cotton plants showing bolls and want more rain.

Wadhwan.—Bright, no sign of rain. Seasonable. Mornings cold and dewy. Cotton plants flourishing and showing bolls. Cotton healthy. Crop prospects generally good.

Dholera.—Bright, no sign of rain. Mornings cold and dewy. Cotton plants flourishing and showing bolls.

Bhavangar.—Bright, no sign of rain. Seasonable. Cotton plants show bolls rapidly ripening.

Barsi.—Seasonable. Mornings cold and dewy Cotton crop excellent and prospects much improved. Rabi crop prospects generally good.

Sholapur.—Cloudy, but no rain. Food-grains doing well.

Hubli.—Bright no sign of rain. Crop prospects generally good.

Bellary.—Dew still insufficient. More rain wanted generally. Cotton larger area sown this year.

OBSERVATIONS TAKEN AT 8 A.M. ON THURSDAY, THE 17TH NOVEMBER.

SUMMARY.

Pressure has fallen over a large area the fall having been brisk in Sind, the Punjab, Rajputana and at Agra, Cawnpore, Jhansi, Neemuch, Rajkot, Dwarka, Jamnagar and Amraoti. The barometer is in large excess of normal in all districts.

Winds are very variable in direction and the force has been moderate to strong at Dwarka, Jamnagar, Veraval, Deesa, Bangalore and Negapatam and generally light elsewhere.

Temperature.—The greatest variations are:—Maximum 5° to 10° in defect of normal in United Provinces and at Sirsa. Delhi and Jaipur and minimum 5° to 15° in excess in Sind and at Deesa and Lahore and 5° to 6° in defect at Khandwa, Raipur Bhuj and Nagpur. The highest temperature in the shade was 94° at Ratnagiri and the lowest 48° at Jabbulpore.

Cloud and Humidity.—The sky is cloudy to overcast at Negapatam, Masulipatam, Belgaum, Bombay, Veraval, Dwarka and Jacobabad.

Rain.—Nil.

Weather is generally fine and settled over the whole country.

N. LESLIE,
Meteorological Reporter for Western India.

THE ZEND AVESTA AND THE RIG VEDA.

LECTURE IN BOMBAY.

AT the Blavatsky Lodge of the Theosophical Society yesterday evening, Mr. Pestonji. J. Khandalawala delivered an interesting lecture on the Zend Avesta and the Rig Veda. In the course of his remarks he said :—

Of the superiority of the Aryan race and of the influence it had on the civilising development of humanity there can be no manner of doubt. This historic truth which had impressed itself on Herodotus, is growing every day. How the primitive Aryans were divided into two groups, the Aryans, who settled in the Punjab and those known as the Iranians in Bactriana, is yet a matter of research. To these two our civilisation is bound by such ties and has borrowed so much, that our history is in fact, a continuation of the great historic life of the Aryans and the Iranians. It is about 30 centuries B. C. that chronology sees the separation of the primitive Aryans into three groups the one going to India, the other to Iran and the third to Europe. These primitive Aryans, exclusively shepherds must have lived on the Pamir plateau or the Caucasus. Without entering into the conflict of dates as to when the legislator of Iran commenced working his reform, or as to the time of the Vedic Aryans fulfilling their destiny, we may safely speak of the two as ranging between 8 to 1800 years B. C.

INDIA AND IRAN.

The Sapt-Sindhu was the first Vedic land. As the Aryans grew they spread to the East over exuberant India, which had terrible surprises for them. Where the Punjab had its fertilising storm, there was the terrific cyclone on the banks of the Ganges. The beneficent waters of the Himalayas distributed by the seven rivers extended into the pestilential marshes of the Terai, the delicious morning breezes blew into dreadful hurricanes, the lovely moon turned perfidious, and instead of mild animals ferocious ones faced them. From the land of Paradise they had passed on to a feverish, tempestuous land, where men, beasts and elements seemed but to exist to struggle. Intimidated but intelligent, the Aryan will accept from this vigorous nature all she produces, will patiently support her caprices, tamely suffer her outrages, and live yellowed by fever surrounded by vermins, scarce complaining, worthily patient and timidly good. For the Iranian, Iran is land indeed and nothing but land, barren, sluggish, ill-placed, rebellious almost bare resigning itself to nudity. Here and there are places, of course, where cereals and fruit trees, flourish vigorously, delightful gardens where bulbuls sing and storks live in peace. These are Nishapur with its Paradise, Balk with its famed luxuriance, Shiraz with its granary, and Ishpahan with its sky ever pure, and its climate ever uniform. But in the centre is the desert of Khaver lipn a healed sore, unmanageable, opposed to all intercourse and destroying by its sovereign impossibility even the idea of a unified territory. And where could the union be? From Krmenia to the Pamir insupportable cold hurricanes of snow, frozen rivers intolerable summers, murderous winds, irrespirable dry fogs in the South, the fever of Kirman, which leaves you a mad brain, the bad winds which drive away man, the continuous rumble of earthquakes and volcanic dejections everywhere. To the West the Zagros mountains, where seasons succeed each other with unheard of brutality; to the East Cabul and Jellalabad, so near to each other and yet so unlike, Cabul uninhabitable in winter, Jellalabad in summer capricious rivers and still more capricious lakes. Such is and such was Iran.

UNITY AND DIVERSITY.

Enormous India with its mighty remains and its monstrous skeletons, has at least in its fauna and its flora a great and veritable unity. None such in Iran. The Indian, from one end of the country to the other, though often intermixed, gives however the impression of a generalised type. The Iranian from the Caspian Sea to the Persian Gulf has had his blood crossed that in no place have they been able to mark out an absolutely pure type of the race. Disseminated on a barren soil the Iranian did not feel the necessity of uniting. They remained divided into so many groups, surrounded by diverse races, giving themselves up, without scruple to easy love, and to all the caprices of an inveterate want of occupation. United by that spirit of greed which drove them to the conquest of Iran, the Turanians descended in organised masses in their cars with domed roofs, veritable houses on wheels—unfurling their enormous standards to the sun chequered with many colours. In their ranks were priests, jugglers, magicians who spread themselves among the Iranians to seduce them. The ethnographic confusion of Iran has not spared Turan. In Kohistan and Ferganeh are to be seen flaxen hair and blue eyes. The Princes of Badakshan boast of Greek descent from Alexander the Great.

ARYAN AND IRANIAN SOCIETY.

Primitive Iranian Society was nomadic. It had no idea of home. These nomads carried magicians and diviners or priests in their train as guides, and warriors engaged to defend flocks and seize on pasture. The Aryan on the contrary was essentially an agriculturist, grouped into perfect communes, loving his soil and a peaceful life than which he knew no greater bliss. This is why Zoroaster will lay down rules for tillage, and induce love of country, while the Brahmins, to shake off old Aryan ways, will relegate agriculture almost to the last rank of caste. Iran knew neither caste nor class. Priesthood was open to all. In a life of inutility there was equality generally. This anarchy engrossed Zoroaster. To arrive at a national grouping he worked out a hierarchy. Finding a king he accepted him, because at first sight he is a force, and Iranian hierarchy must have a Sovereign at its apex. But to make a people, to form a nation, the Reformer establishes a God, superior to the King, and in his name inspires them, giving them rights and dictating duties. The Sovereign is the master, but the subject, the Iranian can judge him, denounce him and choose him. The Vedic Aryans led by the head of each family, who constituted the priest, marched to the East invading occupied territories. The Iranians having no desire for conquest had to depend themselves continually against the Turanians who were for invading them. The offensive Aryan gave preponderance to the warriors, corrupted the people by distributing booty, made Princes to invest in them the command, and prepared the coming of a priesthood, master of all by the inevitable generalisation of misery following in the wake of a feudal organisation. It was the warrior and the Raja who led the Vedic Aryans to the Ganges, and the Brahmin who enjoyed the fruits and success. In Iran nobody profited by a victory. How often were the Turanian hordes beaten and Iranian no richer for it. Contrast this with Zoroaster on the scene, and ages after, when the Iranians marching to battle delivered as conquerors their ethics to the world, and left when conquered admiration behind for their morals and their character.

A DOUBT.

To till the land, to sow seeds, to plant trees, to render air wholesome and thus to ameliorate the life of man is worth a thousand prayers, says Zoroaster. To take care of flocks and herds is

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NOTICE TO CORRESPONDENTS.

*** All communications intended for publication in our columns must be addressed to THE EDITOR and not to any individual member of the staff.

The Bombay Gazette

FRIDAY, NOV. 18, 1904.

BOMBAY'S FUTURE.

THE important communication which we print to-day, addressed by the Bombay Chamber of Commerce to Government, puts, in a connected form, the opinions of all who have considered the probable development of facilities to keep pace with the growing needs of the city's trade and commerce. The full realisation of the Chamber's vision of circular and overhead electric railways, motor drives and suburban developments may be long delayed—the electric trams do not materialise quickly—but circumstances promise to hasten the more immediately pressing features of the scheme which has been outlined. The construction of the new dock, with its embarkation pier, suggests as a natural corollary the extension of the pier to permit of the landing and embarkation of passengers at all states of the tide; while the facilities would not be complete unless the railway trains could be brought alongside the steamer berth. This involves a line from the Victoria Terminus to the deep sea pier, and the ultimate removal of St. George's Hospital from its present site. There are obvious reasons why the present location of that institution is no longer desirable and necessary extensions of the railway terminus will render it impossible. There is wisdom in the suggestion of the Committee of the Chamber that a new site for the hospital should be selected at an early date. With the construction of a line running to the steamer wharf, the Committee believe that the attractions of the through route between Calcutta and Bombay would be increased, and there can be little doubt that this would be the case. To the question whether the Victoria Terminus should in the future be the sole point of departure for long railway journeys, they reply in the negative. With the abolition of the section of line between Colaba and Grant Road Station the Victoria Terminus will always be the principal point of departure, but the Grant Road Station is conveniently situated for a large portion of the population and the Committee accordingly suggest that some long distance trains should be made up to start from that point. The effect would be to relieve the tendency to congestion, against which all developments should be directed. The majority of the Committee are convinced of the wisdom of doing away with the section of the B. B. and C. I. Railway along the Sea Face to Colaba, and in this they undoubtedly reflect the opinion of most Bombay people. The line should never have been constructed there, but the encroachments on the recreation space and the increase of road traffic now combine to make the removal of the line an imperative necessity. If in some respects the Chamber of Commerce is deficient in imagination, the Committee have not hesitated to let their fancy soar in alternative schemes to compensate for any loss of convenience by the disappearance of the Sea Face line. We have an alluring picture of a circular electric railway, partly overhead, running into a central station in the neighbourhood of Elphinstone Circle. From here also, it is proposed shall start a service of trains to enable merchants to travel quickly to the Mazagon depot where, with the removal of the cotton green from Colaba, cotton and other merchandise will be stored. The entire scheme designed to meet the new conditions of the future and to assist in the development of the suburbs as residential areas involves the construction of three new lines of railway at a cost which must be considerable. This takes no account of the line from Victoria Terminus to the proposed deep sea pier which must pass through an area at present covered with property. It is suggested that improvements contemplated in that quarter will afford an opportunity of acquiring the necessary land at a rate less costly than otherwise. The framers of the various schemes projected in the Committee's letter do not anticipate that they will be carried out as laid down. They expect there will be modifications, and so do we. But the necessity for action on the lines indicated is undoubted, and the completion of the new dock must bring the full scheme of local railway development nearer execution.

LIBERALS AND THE PRESENT GOVERNMENT.

SIR HENRY CAMPBELL-BANNERMAN, the Liberal leader, a day or two before the mail left, addressed a crowded meeting of his partisans at Norwich at which he demanded the dissolution of the present Parliament and the dismissal of the "battered and discredited Cabinet." It is easy to call spirits from the vasty deep and just as easy to demand that the Government shall resign. But that demand will have no perceptible effect upon the party in power—even though, as Sir Henry claimed, it has been condemned in every constituency for the past two years. The party was so decomposed that he did not believe it would survive the Session, but he was wrong. There seems every probability of its surviving several. With amazing magnanimity the Liberal leader told his hearers he did not wish for office and power, but to see the country relieved from the incubus of the present Government. The present Government, in the opinion of the electors who combined to place it in power, leaves very little to be desired, but Sir Henry desires to persuade them they have put in power a Government which possesses an unchecked power for mischief, a mischief which every month makes more intense. He wishes them to believe that Government sets such little store on their opinion that they mean to exhaust all the resources of their ingenuity in order to defer meeting them. "While the Liberals were at every by-election bidding them begone, they, on the other hand, were thinking out the lines of a great Redistribution Bill and until this boon is conferred, they could not think of abandoning their high and holy task." The odd thing, remarked the leader of the party which hopes to convert England into a paradise, is that this thing and the high and holy task are played upon us whenever they are called upon to resign. Thus, by censure, rather than by criticisim, Sir Henry sought to hasten the time of the dissolution. Some of his strictures were no doubt justified and others not wholly uncalled for, particularly among the former category would come the tinkering with the Army. But when he was asked what would be the policy of the Liberal party in case it were returned to power, Sir Henry shone less than as a hostile critic of the Conservatives. What would be the policy of the Liberal party? he repeated. But instead of answering straight from the shoulder, he hesitated and then plunged into rhodomontade: "We stand for liberty. Our policy is the policy of freedom. It is the policy of freedom in all things that affect the life of the people, freedom of conscience freedom of trade, internal and external; freedom of industry, freedom of combination and co-operation, freedom from class ascendancy, freedom from injurious privileges and monopolies, freedom for each man to make the best use of the powers and faculties implanted in him, and, with the view of embodying these and other interests, freedom of Parliament and freedom for all to elect to the governing body of the nation the representatives of their own choice." Which all sounds very well indeed, but in practical politics means absolutely nothing at all.

THE BALTIC FLEET.

THE Baltic fleet, which is steaming in two directions, affrighted but leisurely towards its destruction, is criticised by an experienced naval correspondent in a home contemporary. The five battleships, Orel, Kniaz Suvaroff, Alexander III, Borodino and Oslyabia are modern and therefore may, if properly handled, be of some service. But of the eight cruisers, which, accompany them, three are of no use whatever. The battleships, Sissoi, Veliki and Navarin are also valueless, and the only way in which they might have been profitably employed would have been as targets for the modern ships to practice upon. The inclusion of the five obsolete vessels in the fleet cannot but hamper its progress and detract from its efficiency. The fleet is further hampered with a torpedo flotilla, constantly requiring nursing and coal. As the correspondent points out, the Russian Admiralty have never been able to take a single step without unconsciously doing their best to ruin the chances of the fleet's success. In the months preceding the War, Admiral Wirenius kept the Oslyabia for several months in the Mediterranean and Red Sea, waiting to convoy a few torpedo vessels which could fully well have been escorted by any serviceable merchant vessel. But it was explained that Admiral Wirenius further delayed them in the Red Sea, because he was afraid of the effect of the monsoon upon the torpedo craft. Meantime the war broke out and thus the delay deprived the Port Arthur squadron of the assistance of a powerful battleship, whose presence "might have succeeded in screwing up the courage of the Russian naval officers to the point of following out the ordinary naval procedure of putting out to sea in a time of grave crisis." The only object, which the Baltic fleet can hope to achieve, is the relief of Port Arthur, and though the officers of the fugitive Russian destroyer, Raztoropny, declare the position there to be as good as it was two months ago, the very fact of the destroyer bolting in a blinding snowstorm and begging to dismantle in a neutral port, carries contradiction. Russia knows full well that the relief of Port Arthur is a matter of the utmost urgency, yet the responsible authorities, who, as has been said, have bungled everything they have touched, have reduced the speed of the battleships to the lowest possible limit. Even at the best the speed would be minimised, for the fleet has gone out in a state of readiness for action which, though it may make for the diminution of delay at the critical moment, cannot but have an undesirable effect on the sea-going capabilities of the vessels for thirteen thousand miles. Admiral Rozhdestvensky is reported to have said that his intention was to reach Japanese waters by Christmas, but we doubt if even the date on which the Russians celebrate that day will see them ready for their work. It is impossible to calculate the time which will be wasted, while the component parts of the fleet await each other, before they essay their grand entry into the arena of warfare.

MINERAL SURVEY IN NIGERIA.

THE recent military operations in Northern and Southern Nigeria having resulted in the restoration of order and the internal condition of the country being in its normal state, the Secretary of State for the Colonies has authorised the conduct of a mineral survey of Nigeria, under the supervision of Professor Wyndham Dunstan, F. R. S., Director of the Imperial Institute. The object is to gain accurate information as to the occurrence of minerals of commercial importance. The plan followed is for specially chosen geological experts to explore the country in sections, and to forward specimens of important minerals for examination at the Imperial Institute and technical valuation by manufacturers and others in England. The work commenced at the end of last year in Southern Nigeria, and will, this year, be extended to the Northern territory. The members of the exploring party which left last year for Southern Nigeria returned to England this summer, and have since been engaged at the Imperial Institute assisting in the work of examining the minerals collected. One of the most interesting results of the first year's work in Southern Nigeria is the discovery of "monazite sands," resembling those found in Brazil and used commercially in the manufacture of incandescent gas mantles. Should further exploration reveal the existence of considerable quantities of these monazite sands the matter will be of much importance to the Protectorate.

AMERICAN TRADE WITH SOUTH AFRICA.

THE serious falling off in American trade with South Africa during the past twelve months has recently been made the subject of a lengthy statement by the United States Department of Commerce and Labour in which the situation is bewailed. It is a note worthy fact that South Africa is the only foreign market of the United States where the sales of American goods are not increasing. Exports from the United States to British Africa were about 11½ million dollars in the eight months ending August 1904, and this figure compares with over 20 millions for the corresponding period in each of the two preceding years. About 85 per cent. of the total trade with British Africa is done with the South African Colonies, and the Department takes heart from the fact that while the past two years do not indicate any growth of trade, the importance of the decrease for the present year is minimised by the general reduction of imports into South Africa from all countries. The Department, we notice, does not attempt to estimate what benefit may have accrued to American exporters in the past period of depression owing to the rate war between the Prince and Ring lines, but there can be no doubt about the remarkably low freights having made a great deal of difference.

THE Council of his Excellency the Governor of Bombay, for the purpose of making Laws and Regulations, will meet in, the Council Hall, Secretariat Bombay, on Thursday the 8th December at 11-30 a.m.

THE Viceroy and Lady Ampthill left Domel on their journey to Srinagar on Tuesday morning and after a drive of 36 miles lunched at Chakoti. After lunch another drive of 26 1-2 miles brought the party to Rampur, where they stopped for the night.

MR. HEWITT, Officiating Home Member, has arrived in Calcutta from Simla. Sir Edward Law, Financial Member, reaches there on Monday.

MAJOR CASTLE BRANCO, a Portuguese Military Engineer, and the present Engineer-in-Chief of the Portuguese Settlements in India, who is making a tour of study of the principal irrigation works in British India with the view of carrying out similar works in Goa, arrived a few days ago in Madras from Calcutta. He visited the Red Hills Lake and has since left for Goa.

A PREST Note issued by the Bombay Government states that fixed standard rates of annual assessments have been fixed on lands appropriated for building and other non-agricultural purposes in and round Hubli in the Dharwar district. These rates will be substituted for, not added to, the agricultural assessment. The previous sanction of the Commissioner, S. D., will be necessary in special cases in which it is proposed to depart from the standard rates. Assessments fixed according to these rates will be guaranteed for 50 years from the date of the grant of the permission to build, or, where previous permission has not been granted, from the date on which building commenced. The assessment on no portion of land given for building or compounds will ever be less than the agricultural assessment. The lands have, for the purpose of fixing the rates, been divided into five groups.

THE total number of deaths registered in Bombay during the week ending 15th November was 638, giving a death-rate of 42·76 per annum per thousand as against 34·30 the corresponding period of last year, and 45·89 the average over the past five years. Of the total number 46 died from fevers; 75, plague; 7, small-pox; 1, measles; 1, cholera; 4, leprosy; 60, phthisis; 34, diseases of the nervous system; 160, affections of the respiratory organs; 33, diarrhœa; 17, dysentery; 38, still-born; 98, old age and debility; 11, accidents and violence. The classified list of deaths shows:—Jain, 29; Brahmin, 28; Lingaet, 3; Bhattia, 2; Hindu of other caste, 313; Hindu low caste, 78; Musalman, 136; Parsee, 15; Jew, 6; Native Christian, 23; Eurasian, 1; European, 4; Negro-African, 0; Buddhist, 0; other and unknown castes, 0. The total number of births was 422 as against 449, the corresponding period of last year, and 328, the average over the past five years.

THE Chief Commissioner of Assam is much concerned at the large proportion of mandals and patwaris in the province who do not reside in the circles where their official duties lie. Non-resident mandals or patwaris are, he thinks, unlikely to acquire the detailed local knowledge which should be one of their most important qualifications; they are not at hand to give the people information when required; and they are exempt from their wholesome public opinion which is a valuable safeguard against misconduct. While it is not possible to insist on all such officials immediately taking up their residence within their circles, a rule to that effect should in future be enforced more systematically and strictly. Many non-resident mandals may be induced to become resident if it is made worth their while to do so, and, where a new appointment has to be made, the selection should, where possible, be from amongst the people of the locality. Exemption from residence may be permitted where the existing home of the mandal or patwari is within two miles of his circle, or where the circle lies within an area annually inundated and containing no village in which a mandal could be expected to live. An exception is also made in the case of a Hindu mandal or patwari whose circle is inhabited by a Kacheri population. A year's grace will be given to non-resident mandals in which to effect a change of abode, and, if they fail to do so or to secure exemption from the Deputy Commissioner, they will be liable to the loss of grade promotion and to dismissal when they can be replaced by suitable men residing within the circle. As an inducement to become residents the Chief Commissioner has decided to concede to the families of the mandals or patwaris who have their homes within their circles, or who have obtained exemption from residence, the privilege of a qualified hereditary claim on the appointment, i. e., where a member of a mandal or patwari's family is qualified to succeed him, save in the possession of a survey certificate, that individual will be appointed to the post provided he obtains a second-class survey certificate within a year from the date of his appointment. In the event of his failure to obtain the certificate he will be removed, and his family will lose the hereditary lien on the appointment.

THE Minister of Justice (says Dalziel) brought in a Bill in the Chamber of Deputies for further restricting gambling and games of chance throughout France. Baccarat and the "little horses" are particularly aimed at. The chief object of the new measure, however, is to suppress the many gambling dens which are said to have come into existence lately. No attempt will be made to interfere with the play at the seaside casinos and other fashionable resorts, except that in future these will have to pay a percentage of their profits into the poor-law fund, in the same way as is now done by the "pari mutuel" on the racecourses.

MEMOIRS OF A GREAT TRAVELLER.

PROFESSOR VAMBERY'S STORY.

IN other books Professor Vambery has given the result of his far-reaching investigations, political, ethnographical, and linguistic, in all the countries under the sway of the Mussulman, Herejin "The Story of My Struggles," he confines himself to the personal side—the story of his poverty in youth, the terrible privations he suffered, the difficulties he overcame, the many long and strange journeys he took among strange peoples, his reception at Courts, and the fruit of his achievements. Such a record as this takes us back to the days of Marco Polo. With its strange agglomeration of experiences and advantures, of knowledge acquired and schemes accomplished, of fantastic Eastern romance mingling with the sober records of European society, it is a tale not equalled twice in the generation. If we add that it is told in a dashing style where incident is lightly flavoured with reflection, we have said that it is one of the most enthralling books of reminiscence that have appeared for many years.

A YOUTHFUL LINGUIST.

Vambery was the son of Jewish parents who lived in Hungary. But the death of his father when he had scarcely emerged from babyhood threw him early on his own resources, and through his own and his mother's ambitions he was compelled to do servile work, to suffer hunger and cold, in order to acquire an elementary education. When he was working at the Jewish and at the ordinary Catholic schools he had to maintain himself as scullion, boot-black, private tutor, and man-of-all-work by turns. But it was his extraordinary genius for languages and his longing for adventure, writes a reviewer in the "Daily News," that ultimately determined his destiny. When still a youth he finds himself in Constantinople. In Turkey his knowledge of the language and his aptitude for picking up the customs of the people soon gave him the entree to distinguished houses and an assured position as a private tutor.

Soon he becomes impregnated with the Moslem ways of thought; he begins to see the deep lying differences between Easterners and Westerners, a gulf which even he could not bridge over.

The cultured Turk, be he ever so religious, recognises in Islam a world of thought, born and bred in the blood, dependent upon education and mental development, and absolutely impossible of adoption by a man of Western training. They called me Reshid Effendi, they permitted me to be present at and to join in their religious ceremonies, they discussed in my presence frankly and unreservedly the most abstruse religious questions, they even brought me in contact with the friars, and laughed when I joined in the recitation hymns, or took part in their disputes; but the question whether I really intended to become a Mohammedan, to marry, and to live the life of a regular Moslem, nobody ever thought of asking; that question has been put to me only by the uneducated.

THE HEART OF THE ORIENT.

I was, says Professor Vambery, an incorrigible enthusiast and visionary, only delighting in the extraordinary; a man who, running helter-skelter after empty phantoms, does not come to his senses and never knows what he really wants or can do. And thus it came about that he made his long journey into the heart of the East, without means, without definite plans, with but the smallest prospect of success. His object was to explore the "terra incognita of Central Asia," and to throw light on the ancient connections between the Magyars and the Turks. He contrived, it is true, to get the authorisation of the Magyar Academy and a pittance of money for his expedition, but for the most part he was compelled to rely on his own daring and his lucky star to carry him through. It is an extraordinary journey, this, wherein, in the guise of a Turk, sometimes as a mendicant friar, in the company of beggars, bandits, or strolling merchants, he went beyond the utmost limits of Turkey, through Persia and the Steppes of Central Asia, to Bokhara, acquiring on the way a host of information which ultimately was to make him renowned as a great Orientalist.

It was always and everywhere my linguistic skill, and the ease with which I could reproduce foreign accents, intonations, and constructions, and in many instances quote suitable maxims and passages of the Koran, accompanied with the usual gesticulations, that took with my audience, and made me pass for a native in spite of my foreign physiognomy.

The Persians refused to believe in the greatness of Europe. "If Europe is really so great, why does it want to enrich itself by commerce with Persia?" they would pertinently ask. Or again, "If you thinkers are really so great and sublime, why then do you translate our Sadi, Hafiz, and Khayyam?"

VAMBERY IN ENGLAND AND TURKEY.

When, after many wanderings, Vambery returned to his own land, he was depressed by the cold reception he received. It was in England that his great achievements were first recognised, and that his first book was published. In London he became the lion of the season; he was consulted by statesmen, he was the friend of literary men, his writings were eagerly sought for in the papers and periodicals. He became intimate with Lord Palmerston and Dickens, and at a later period was invited by the Queen to stay at Windsor Caslte.

But perhaps the most interesting of all the friendships he made was that with Abdul Hamid, the Sultan. He had early fallen under the Sultan as an eminent Turcophile. He was invited to the Court, and was soon an especially privileged friend.

THE SULTAN.

He records many conversations with the Sultan: Once when I called his attention to the ignoble conduct of his chief courtiers, he appeared to be specially excited, and cried. "Do you think I do not know every one of them, and am not aware of it all? Alas! I know but too well. But whence can I procure other and better people in a society which for centuries has wallowed in this pool of slander? Only time and culture can do salutary work here; nothing else can do it.

But there was a limit to this friendship between the Hungarian and the Grant Turk.

As long as the Grand Seigneur saw in me a staunch Turcophile and defender of Islam, who, led by fanaticism, palliated all the mistakes and wrong doings with which Europe charged all Oriental systems of government; as long as I regarded Turkey as an unwarrantably abused State, and European intervention as unjustifiable at all times, he gave me his undivided confidence and astonished me by his unfeigned candour.

Indeed, when the Armenian question arose it must have been a very difficult thing for any European to maintain close intimacy and friendship with the Sultan. The latter thus addresses him:

"I tell you, I will soon settle those Armenians. I will give them a box on the ear which will make them smart and relinquish their revolutionary ambitions." With this "box on the ear" he meant the massacres which soon after were instituted.

Thus the Professor describes the manner in which he would sometimes sit alone with Abdul Hamid:

My intercourse with this man was to me of exceptional interest, not so much in his capacity of prince, but rather as man and Oriental. When in the evening I was with him alone in the Chalet Kiosk we used to sit still, trying to read each other's thoughts, for the imperial rogue knew his man well enough; and after we had thus contemplated one another for some time, the Sultan would break the silence by some irrelevant remark, or occasionally he would ask me something about my Asiatic or European experiences.

Here it is only possible to give a faint idea of the many any varied experiences recorded, and the shrewd generalisations about religion, race, and society based upon these experiences. But it is a work which no person interested in the peoples and problems of the East can afford to neglect. It is just what we look for in a book of travels and personal reminiscences.

DESTROYER'S ESCAPE.

CONDITIONS AT PORT ARTHUR.

A RUSSIAN DESCRIPTION.

THE ANGLO-RUSSIAN CONVENTION.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 16.

The Raztoropny left Port Arthur at midnight in a blinding snowstorm and was chased by Japanese destroyers, but out-distanced them.

The sailors on board look healthy and free from care and do not appear to have suffered any privations.

The officers declare that the position at Port Arthur is as good as it was two months ago.

The main forts have not yet been captured.

They admit that shells damaged the Bayan's engines, which are now being repaired.

This optimism is obviously overdrawn. Joints of beef were ostentatiously displayed when the correspondents boarded the Raztoropny.

LONDON, Nov. 17.

Reuter (St. Petersburg) says that Russia proposes only a few verbal alterations in the British draft of the Convention which official circles expect will be speedily signed.

The blowing up of the Rostoropny was apparently due to the fear of a repetition of the Rechetelni seizure.

Reuter (Chifu) says that after the Commander of the Rostoropny had informed the Taotai that he had decided to disarm, the Russians left the ship. The last man had lit slow fuses and as the crew rowed ashore three dull explosions took place and the destroyer immediately settled down and sank.

Reuter wires from Shanghai that a blockade runner returned from Vladivostock confirms the news of the Gromoboi striking a rock.

LATER.

Supplementary ships for the Baltic fleet consisting of five cruisers including the former volunteer ships, Petersburg and Smolensk renamed the Rion and Dneiper, besides eight torpedo boats left Liban yesterday and passed Bornholm to-day.

Reuter wiring from Mukden yesterday says that the Japanese are moving a considerable number of troops behind the screen of fortifications on the Shaho and the Russians anticipate a battle.

Reuter (Chifu) says three Japanese destroyers entered the harbour this morning and left after satisfying themselves that the Rostoropny was sunk,

Colombo telegrams, dated November 17th, state—The position at Port Arthur is very grave, and its fall is momentarily expected. The Russians still hold the forts on the Liaotishan peninsula beyond Golden Hill. The Japanese are preparing to undermine the Russian trenches, with a view to dynamiting the most important positions.

It is reported that all the Russian warships, except the Pobieda, have been sunk by the Japanese.

The decks of the Sevastapol and Peresviet are two feet under water.

The Retvisan was fired by the Japanese shells and burnt.

The northern portion of the defences east of Kikwanshan have been captured by the Japanese, who hold it under a furious fire.

The explosion of a magazine destroyed a fort in the inner line of defences.

It is reported that the besiegers have captured all the main positions on the north-east, after a dogged and desperate resistance.

Viscount Hayashi, interviewed by a "Standard" representative, said the fall of Port Arthur is imminent. Admiral Togo would then thoroughly refit his vessels before encountering the Baltic Fleet.

Japan would probably retain Port Arthur.

The Japanese were fully aware they would have been unable to fight without an alliance with Great Britain, as some one would have been certain to stab them in the back.

The Japanese Government estimate that the war expenditure up to 1905 will amount to 77 millions sterling, 60 millions of which are being raised by loans, the bulk of which is being floated internally.

[THROUGH REUTER'S AGENCY.]

GREAT BRITAIN AND PORTUGAL.

King Carlos at Windsor.

AN ARBITRATION TREATY SIGNED.

LONDON, Nov. 17.

At a banquet last night at Windsor Castle, King Edward in toasting King Carlos announced that the Anglo-Portuguese Arbitration Treaty was signed at Windsor Castle yesterday.

LATER

The King and Queen of Portugal are lunching at Guildhall to-day. There is a thick fog and the lamps are lighted in the streets.

THE PROPOSED HAGUE CONFERENCE.

Austria has accepted Secretary Hay's invication to the Conference.

THE FANNY STANLEY COMPANY.

Last night a large audience at the Novelty Theatre welcomed the reappearance of Miss Fanny Stanley and her Company in Bombay. The piece staged was the evergreen "East Lynne" and it was received with all the old favour. To night "Charley's Aunt" will be given and to-morrow night "La Mascotte" will be produced.

[THROUGH REUTER'S AGENCY.]

AMERICA AND JAPAN.

Prince Fushimi at Washington.

LONDON, Nov. 16.

President Roosevelt yesterday afternoon returned Prince Fushimi's call, accompanied by his Secretary and Military and naval Aide-de-Camps.

Prince Fushimi dined in the evening at the White House. The Japanese Legation, the cabinet ministers and diplomats were present.

THE "STANDARD'S" NEW DEVICE.

A Change of Editors.

Mr. Gwynne, the well-known war correspondent of Reuter's Company, has been appointed editor of the "Standard." He is a pronounced Chamberlainite.

THE SCOTTISH CHURCH CRISIS.

The Wees and the Frees.

DEMONSTRATION IN EDINBURGH.

A huge demonstration took place at Waverley Market, Edinburgh, to-day, at which eight thousand United Free Church Ministers and elders passed Resolutions, deploring the results of the judgment given by the Lords and claiming spiritual independence and appealing to the nation and Parliament for justice.

BRITISH NAVAL COMMANDS.

The Mediterranean and Channel Fleets.

According to an official statement the following appointments occur in 1905 :—

Admiral Wilson's Command of the Home fleet is extended to 1907. Lord Charles Beresford succeeds to the Command of the Mediterranean Squadron.

Admiral May, Comptroller of the Navy, commands the Channel Squadron, and Captain Jackson replaces him as Comptroller.

LADY CURZON'S RECOVERY.

Thanks to Friends Abroad.

LORD CURZON'S DEPARTURE.

Reuter is requested to state that it is hoped to move Lady Curzon on Sunday to Highcliffe Castle, near Christchurch, where she winters.

Now that she is recovering, she desires to thank all friends, known and unknown, in England, India and America and elsewhere, who helped her so much in her terrible illness with their good wishes and prayers.

Lord Curzon starts on the 24th instant and joins the Persia at Marseilles,

(FROM OUR CORRESPONDENT.)

ALLAHABAD, Nov. 17.

The London correspondent of the "Pioneer" cables :—

Lady Curzon will probably be removed to Eastbourne shortly.

THE MURDER OF MR. FLEISCHER.

THE CULPRIT EXECUTED.

(FROM OUR CORRESPONDENT)

CALCUTTA, Nov. 17.

The Duffadar of the Afghan escort who shot Mr. Fleischer last week, near Dakkha, has been executed under orders from the Amir.

THE OPIUM REVENUE.

The opium revenue to date is Rs. 9,837,495 in excess of the Budget estimate.

CHINA AND TIBET.

THE EMISSARY TO CALCUTTA.

ALLAHABAD, Nov. 17.

A special cable from the "Pioneer's" correspondent, dated London the 16th November, states that Dr. Morrison, the "Times," Peking correspondent in reporting that Tangshanyus is to be received at Calcutta, and adds that the text of Colonel Younghusband's speech at the Lhassa Durbar has reached Peking and the recognition of Chinese sovereignty is appreciated.

REPORTED OUTRAGE BY AFGHANS.

RUSSIAN MAGAZINE BLOWN UP.

The "Pioneer's" London correspondent cables :—The "Pall Mall Gazette's" special correspondent at Moscow telegraphs that Afghans have blown up a Russian Magazine at Kushk.

The Afghan Agency is sceptical on the subject.

MR. WILL LANSDOWNE'S CONCERT.

At the Bombay Volunteer Artillery Club last night Mr. Will Lansdowne gave a successful concert. There was a good gathering and the entertainment was greatly enjoyed. The chief items of the programme were contributed by Mr. Lansdowne who despite recent illness was in good voice, repetitions being frequently demanded.

THE Hon. Charles Parsons, to whom we owe the steam turbine, is not the only member of his family skilled in science and dowered with inventive genius. His brother, the Earl of Rosse (who has lately received the degree of Doctor of Science from the University of Leeds), is, like himself, an F. R.S., and, besides being a considerable astronomer, is a brilliant electrician. Lord Rosse is the inventor of several useful mechanical contrivances which are in working order at Birr Castle, his seat in King's County, and both his sons—Lord Oxmantown, who is in the Irish Guards, and the Hon. Geoffery Parsons—took honours in the science schools at Oxford. Indeed, the latter is his uncle's right-hand man at the works near Newcastle-on-Tyne where the turbines are manufactured.

KIRKEE SKY RACES.

(FROM OUR CORRESPONDENT.)

POONA, NOVEMBER 17.

The Kirkee autumn meeting was held to-day. The attendance was good. Six races were filled well except one, the Charger Stakes, in which only four turned out. It was a pity there was only one Bookmaker. The odds were poor. The following are the results :—

The Polo Scurry.—Value 40 rupees and 10 to the second. For "bona fide" Arab polo ponies 14-1 and under, which have never won a race value Rs 50 or over. C Ws over 11 stone. Distance—2 1-2 furlongs.

Mr A J R Kennedy's b a h Pluto 11st .....Boase 1
Mr Falconar Stewart's ch a h Thomas 11st .....Owner 2
Mr J Kennedy's b a h Marenzo 11st .....Owner 3
Mr Stewart's ch a h Prince Arthur 11st 0
Capt Thompson's b a g Hie Over 10st 11lbs 0
Lord George Dundas' ch ag Tick 10st 11lbs 0
Mr C Fletcher's b a g Fox 10st 11lbs..... 0
Capt Gordon's g a g Young Surkhab 10st 11lbs 0
Capt Grove's ch a g Batoba 10st 11lbs 0

Betting 2 to 1 on Thomas, threes Pluto, fours Maringo and Hieover and fives the rest.

Won by a length, three quarters of a length between second and third.

The Charger Stakes.—Value 40 rupees and 10 to the second. A handicap for horses that have been regularly ridden on parade. Distance—6 furlongs.

Mr Orr Paterson's ch aus g Prospector 10st .....Capt Casson 1
Major E P England's ch aus g Moroney 12st 3lbs...Owner 2
Mr G O Boase's b aus g Dawn 11st 7lbs.....Owner 3
Capt Wheeler's g aus g Cobalt 12st..... 0
Mr Gover's b aus g Firefly 10st 7lbs 0
Mr Evans-Gwynne's br aus m Sticks 10st 0
Mr A J R Kennedy's b aus g Folly 10st 0
Mr R B Cousens' b aus m Resurgam 9st 5lbs 0
Capt J Dorgan's br aus m Primrose II 9st 6lbs..... 0

Betting 4 to 6 on Moroney, evens Dawn ; twos Prospector ; fours Resurgam.

Resurgam was left on the post. Prospector well ridden by the Captain led the whole way and won easily from the favourite by one length.

The Hunt Plate.—Value 40 rupees and 10 to the second. For ponies 14-1 and under that have been hunted with the Poona and Kirkee Foxhounds this season. W IJEng.[and Aus. 14-1 to carry 12st 7lbs, C B's 14-1 to carry 11st 7lbs, and Arabs 14-1 to carry 10-7. Winners of any Point Race to carry 10lbs extra, oftener 1 stone. Distance—1 1-4 Miles.

Major E P England's blk aus m Ena 12st 11bs ...Owner 1
Mr Falconar Stewart's g a h Majestic 11st 7lbs...Owner 2
Mr Greenfield's b a g Cæsar 9st 6lbs.....Boase 3
Major W H Olivier's b a g Punch 12st 4lbs 0
Mr A O Creagh's g ch m Penelope 11st 4lbs 0
Mr Cheape's g a g Orion 10st 4lbs 0
Mr Hartley's b a g Demon, 9st 12lbs..... 0
Lord George Dundas' g a g Flipper 9st 0
Mr Hore's g a g Toffee 8st 5lbs 0

Betting 4 to 6 on Ena ; twos Majestic ; sixes the rest.

Won by a length, two lengths between second and third.

The Tally-Ho Stakes.—Value 40 rupees and 10 to the second. For all horses regularly hunted this season with the Poona and Kirkee Foxhounds. C W's over 12 stone. Owners up, otherwise carry 7lbs extra. Winners of any Point to Point race once to carry 10lbs, oftener 1 stone. Distance—1 3-4 Miles.

Mr Evans-Gwynne's br aus m Sticks 11st 11lbs ...Owner 1
Mr A J R Kennedy's b aus g Folly 11st 11lbs ...Owner 2
Mr J Kennedy's ch aus g Legatee 11st 11lbs .....Owner 3
Mr R B Cousen's b aus m Resurgam 11st 11lbs 0
Capt E Holbrooke's blk aus m Midnight 11st 11lbs..... 0
Capt Holbrooke's ch aus g Rover 11st 11lbs 0
Capt Lucas' b aus g Crusader 11st 11lbs 0

Betting 4 to 6 on Sticks; twos Folly and Legatee; threes the others.

Won hard held by three lengths ; two lengths between second and third.

The Arabian Stakes.—Value 40 rupees and 10 to the second. For Arab ponies 14-1 and under who have never won a race value Rs 50 or over. W I 14-1 to carry 12 stone. Distance—5 furlongs.

Mr A J R Kennedy's b a h Pluto 12st .....Owner 1
Mr Orr Paterson's b a h Playful 11st 11lbs .....Owner 2
Mr Stewart's ch a h Prince Arthur 13.2 3-4 10st 11b Owner 3
Major Edwardes' b a h Imperialist 12st 0
Mr J Kennedy's b a g Royal Scott 14-1 11st 11lbs 0
Mr Hore's g a g Toffee 10st 11b 0
Mr C Fletcher's b a g Fox 10st 11b..... 0

Betting 2 to 1 on Prince Arthur ; evens Pluto ; 3 to 2 Playful ; twos the rest.

Won by a length ; half a length between second and third.

Ladies' Nomination Plate.—Value 40 rupees and 10 to the second. A distance Handicap. C W's over 11st Scratch horse to go 1 mile 1 furlong. Distance—1 mile 1 furlong.

Mr Balderston's br aus m Friendly 120 yds .....Thew 1
Mr Macleane's br a h Mainstay 190 yds.....Owner 2
Major E P England's b a h Rocket 150 yds .....Owner 3
Capt J Dorgan's br aus m Primrose II sch 0
Capt Davis's br aus m Loch Mares 140 yds 0
Mr Venn Ellis' ch aus m Dama 160 yds 0
Mr Greenfield's b a g Cæsar 170 yds..... 0
Mr Hartley's g a h Kalyano 170 yds..... 0

Betting 3 to 2 on Rocket ; twos the rest.

Won by three quarters of a length ; half a length between second and third.

ARMY CUP AT LUCKNOW.

The final entries for the Army Cup which is to be run at Lucknow are closed. Bumblepuppy and Snail have entered.

OPENING OF NEW RAILWAY LINES FOR TRAFFIC.

SIMLA, Nov. 17.

The opening is notified of the Hyderabad Badin Railway for general traffic ; also of the Seoni Chauri Section of the Bengal Nagpur Railway for goods traffic.

MILITARY INTELLIGENCE.

Colonel Benson, I M S, is confirmed as Principal Medical Officer, Madras District.

Capt. Knapp, Brigade Major to I. G. Artillery, leaves outside India until May next.

On the completion of the Chatham course of instruction Major G. E. Dixon, R. E., is posted to the Eastern Command as Commanding Royal Engineer, Bundelkhand District, and Major P. A Dealy, R. E., to the Western Command as Commanding Royal Engineer, Loralai sub district.

Lieut, Darcy, 39th Battery, is posted to the 69th Battery R, F, A.

Confirmation is notified of Brevet Colonel Rundall as A. A. G. Secunderabad District.

Lieut. Colonel L. W. L. H. Pagen, R A, is posted from Home to the Command of the 39th Brigade Field Artillery, Campbellpore, vice Col. Kir appointed A A G Peshawar District.

The introduction is notified in the Indian Army Orders of the rank of Quarter-master Sergeant Artificer in Batteries of the Royal Horse, Field, Heavy and Mountain Artillery.

Conductor John Henderson Sub-Engineer, 2nd Grade, Military Works Services, to be Deputy Assistant Commissary and to have the honorary rank of Lieutenant, subject to His Majesty's approval, vice Deputy Assistant Commissary and Honorary Lieutenant C. Veale, retired, with effect from the 28th November.

Deputy Commissary and Honorary Captain Hammond Brazier to be Commissary and Honorary Captain ; and Deputy Assistant Commissary and Honorary Lieutenant John Henderson to be Assistant Commissary and Honorary Lieutenant with effect from the 2nd January on change of designation of these grades.

Assistant Commissary and Honorary Lieutenant Thomas Arthur Goodwin, Assistant Engineer, 3rd Grade, Military Works Services, to be Commissary and to have the honorary rank of Captain, subject to His Majesty's approval.

Assistant Commissary and Honorary Lieutenant John Henderson, Sub-Engineer, 3rd Grade, Military Works Services, to be Deputy Commissary, and to have the honorary rank of Captain, subject to His Majesty's approval.

Conductor John Robert Hudson, 3rd Sappers and Miners (supernumerary). to be Assistant Commissary (supernumerary) and to have the honorary rank of Lieutenant, subject to His Majesty's approval, with effect from the 28th January vice Commissary and Honorary Captain H. Brazier, retired.

THE BOMBAY SERVICES.

Lieutenant A. H. E. Mosse, Assistant Political Agent, Fourth Grade, has been permitted to return to duty.

Messrs. Daniel Healy and Patrick O'Brien have been appointed, Third Grade Assistant Superintendents of Police on probation, pending further orders, and are placed under the orders of the District Superintendents of Police, Solapur and Karachi, respectively.

Mr. M. Kennedy, Acting Commissioner of Police, Bombay, on relief, is appointed District Superintendent of Police, Poona.

Mr. J. A. Guider, on relief, acts as District Superintendent of Police, Panch Mahals.

Mr. W. C. Holman, on relief, becomes Assistant Superintendent of Police, Poona.

Lieutenant P. Lyons, I.A., attached 6th King's African Rifles, passed an examination in Somali on the 24th October.

Mr. F. S. Punnett, First Assistant Collector of Customs, Bombay, has been allowed to return to duty within the period of his leave.

Mr. C. W. M. Hudson, I. C. S., Collector of Kaira, is allowed privilege leave for three months, in combination with furlough for four months, with effect from 15th April next or subsequently.

Mr. A. F. Kindersley, I. C. S., passed the Higher Standard Departmental Examination on 22nd September.

Mr. Kindersley passed an examination in Sindhi on 22nd September.

Captain A. F. W. King, I. M. S., on relief, becomes substantive pro tem. Professor of Materia Medica and Pharmacy, Grant Medical College, vice Major J. B. Jameson, M.B., I.M.S., Superintendent of Mahabaleshvar.

Major Ashton Street, M.B., F.R.C.S. (England), I.M.S., acts as Senior Surgeon, J.J. Hospital, during the absence on leave of Lieutenant-Colonel W.H. Quicke, F.R.C.S, I.M.S., and continues as Presidency Surgeon, First District, in addition.

Captain T.S. Novis, I.M.S. acts as Second Surgeon, J.J. Hospital, vice Major A. Street M.B., F.R.C.S., I.M.S.

Lieutenant-Colonel R. W. S. Lyons, M.D. I. M. S., has been allowed an extension of furlough for two days.

Lieutenant-Colonel J. McCloghry, F.R.C.S. (I.), I.M.S., has been allowed to return to duty within the period of his leave.

Captain A. F. W. King, I. M. S., on relief, is appointed to be substantive pro tem. Resident Surgeon, St. George's Hospital, Bombay, vice Major J. B. Jameson, M.B., I. M. S., Superintendent of Mahabaleshvar.

Lieutenant-Colonel R. J. Baker, M.D., I.M.S., has been appointed to act as Civil Surgeon, Karachi, vice Lieutenant-Colonel J. McCloghry, F.R.C.S. (I.), I. M. S., pending further orders.

Mr. W. Greer, appointed by His Majesty's Secretary of State for India a Member of His Majesty's Covenanted Civil Service on the Bombay Establishment, reported his arrival on the 11th November and has been placed under the orders of the Collector of Ahmednagar,

Captain V. B. Bennett, M. B., B. S., I. M. S., is granted, from the date of relief, such privilege leave as may be due to him on that date in combination with furlough for such period as may bring the combined period of absence up to twelve months.

Mr. B. A. Brendon, I. C. S., is appointed Superintendent in charge of the preparation of District Gazetteers for the Province of Sind from the date of relief.

His Excellency the Governor in Council is pleased to re-appoint Mr. W. L. Harvey, C. I. E., I. C. S. to be Municipal Commissioner for the City of Bombay for a further term of three years from the date of the expiry of his term of office.

Major W. E. Jennings, M.D., D.P.H., I.M.S., on relief, is appointed to do duty temporarily as Assistant to the Health Officer of the Port of Bombay, pending further orders.

The undermentioned passed student of the Royal Indian Engineering College, Cooper's Hill, has been appointed Assistant Engineer, 3rd Grade, by His Majesty's Secretary of State for India and posted to Bombay : Mr. Conrad Offa Lowsley.

On return from leave, Mr. H. C. Johnson, Assistant Engineer, 3rd Grade, is posted to the Indus River Commission.

ARRIVAL OF THE ANCHOR LINE S. S. ARABIA.

The Anchor Line steam-ship Arabia, Captain George Read, Commander, arrived in harbour from Liverpool, at 10 a. m yesterday. The Arabia met strong South-Westerly gales between Liverpool and Gibraltar. Moderate weather in the Mediterranean Sea, and light, N. E. monsoon between Aden and Bombay. The vessel left Liverpool on October 20th, Gibraltar October 26th, Port Said, November 4th, and Suez November 5th. She brought the following passengers :—Mrs. G. A. Ball and infant, Miss F. Bateman, Mrs. E. Benn, two children and nurse, Miss M. Bergin, Mrs. G. Breslauer, Mr. Breslauer, Miss C. Breslauer, Miss P. Breslauer, Miss F. A. Brown, Miss K. E. Browne, Rev. G. Carstairs, Mr. H. D. Cooke, Miss Coombs, Mr. K. R. Daphtary, Lieut. O. M. Dyke, Mr. R. S. Glover, Miss M. Horsfall, Mrs. F. H. Hudson, Miss A. Long, Rev. J. S. Mackay, Miss A. M. Matthews, Miss K Miller, Miss Oliver, Col. H. Rose, Rev. J. W. Runciman, Rev. C W. Scharer, Mrs. Scharer, Lieut. G. H. Walford, Miss J. Weir, Mrs. Yates, Miss J. Yates, and Miss B. H. Young.

INSTITUTE OF BRITISH CARRIAGE MANUFACTURERS.

At the annual meeting of the Institute of British Carriage Manufacturers at Leicester, reference was made in the President's address to the resolution previously passed to invite Colonial coach-builders to join the Institute, and to the fact that it had every prospect of becoming a great success. "Mr. Pestonji B. Press of the Fort Carriage Works, Bombay," says "The Coach-Builders', Wheelwrights', and Motor Car Manufacturers' Art Journal" "has the honor of being the first member elected to what, we hope, will be a large and influential roll of membership. The welcome accorded to him, in his distinguished position, certainly left nothing to be desired, and his reception among his confreres in the home trade was warm, enthusiastic and sincere. We are of opinion that Mr. Press will carry away with him to his distant home pleasurable remembrances of his first visit to England, and more particularly of the pleasant time passed by him in Leicester among his British brethren, and we hope we may be excused a little feeling of pardonable pride in having introduced to the Institute so distinguished a member of the trade to head the honourable roll."

At the annual dinner held afterwards at the Grand Hotel, the President, Mr. W. Hamlin Hamshaw, thus referred to the formation of friendships between coach-builders at home and overseas. "We are holding out the hand of fellowship to our friends across the sea and it is a great pleasure to us this evening, to have with us two gentlemen who have come from India : Mr. Press, who is a coach-builder in Bombay and his friend Mr. Motiwala (Applause.) The Institute has been taking Mr. Chamberlain's advice, and has begun to think imperially. We want to show our friends across the sea that we recognise their relationship, and we want to make them feel that they are one of us. I believe we shall be successful in bringing coach-makers in our colonies into our fold here."

HIS GRACE THE ARCHBISHOP of Goa and Patriarch of the East Indise, is expected to arrive in Bombay to-morrow morning by the Austrian Lloyd's S. N. Co's s. s. Imperator from Lisbon.

RAILWAY EXTENSION IN BOMBAY.

VIEWS OF BOMBAY MERCHANTS.

A GLIMPSE INTO THE FUTURE.

THE following letter has been addressed on behalf of the Bombay Chamber of Commerce to the Secretary to Government, P. W. Department, Railway Branch :—

I have the honour, by direction of the Committee of the Bombay Chamber of Commerce, to acknowledge the receipt of your letter No. 2029 of 13th August 1904, with enclosures, on the subject of the extension of Railway communications and facilities within the Island of Bombay. The enclosures referred to are notes on the subject by Mr. H. Wenden, C.I.E., Agent, G. I. P. Railway, Mr. J. J. Berry, London Secretary to the Board of the G.I.P. Railway Mr. W. H. White, Chief Engineer, Public Works Department, Bombay, Mr. G. A. Anderson, Consulting Engineer for Railways, Bombay, and the Committee have also had before them a Memorandum on the subject by Colonel H. D. Olivier, R. E. Agent of the B. B. and C. I. Railway. The subject in its various aspects is of very great interest to the mercantile community of Bombay and to all who are in any way connected with the arrival and departure of passengers. The economical movement of goods and of produce is a matter of great importance to the merchants of this City, and the conveyance of the trading community to and from their homes and the various centres of business is a subject that requires careful consideration. It seems to my Committee that the time has come when the whole subject of communications in Bombay must really be grappled with comprehensively, and they welcome the inquiry of Government as an effort in this direction. A complete scheme for the benefit of the City as a whole seems to my Committee most necessary now that such important works are being undertaken as a large New Dock, the Port Trust Railway, a new Cotton Green and Grain Depot at Mazagon the opening up for building by the Improvement Trust of large tracts to the north, and the introduction of electric tram [cars ; and unless a decision in the matter is arrived at shortly the re-arrangement of the city on sound lines seems hardly possible.

THE HANDLING OF IMPORTS AND EXPORTS.

Dealing with the subject, as stated in your letter, the first question to be answered is—Whether it is practicable and expedient to have all goods imported for places outside the Island, or brought from such places for export by sea, dealt with on the Harbour Side North of the Castle. The reply to this must be in the negative, if, as my Committee understand, the idea is that all goods imported from oversea for consumption in the interior and all goods brought into the Island for despatch by sea should be dealt with in bulk at some point to the north presumably at the proposed depot at Mazagon. The Trade of Western India is not one that can be dealt with in bulk as is the case to a large extent in many other countries and godown accommodation on a large scale will always be required for produce coming into Bombay for shipment, as well as for imported goods destined eventually for despatch upcountry. Cotton, for instance, even if sent to Bombay against foreign orders must be unloaded and examined for quality weighed and sampled before it can be sent alongside a steamer, and as it rarely happens that a despatch from up country can be timed to fit in with the date of a steamer's loading, supplies have to be gradually accumulated in Bombay until a lot is complete and ready to go alongside on a steamer notifying that she is prepared to receive the cargo. Long distances to the seaboard, unavoidable delay on the railway, the mixing of lots in wagons, and the breaking up of consignments en route are strong arguments against the possibility of passing cotton or any other large article of export directly alongside a steamer. But the movement of cotton in this way represents after all only a small proportion of the crop. The bulk is sent to Bombay to be financed and to be sold on sample, and it is impossible at the time of import to say whether a lot will eventually be shipped or be sold for use in the local Mills. The larger part of the supply coming into Bombay will always therefore break bulk and be stored before despatch to final destination ; and for the accommodation of the trade a large storing ground with godowns will always be necessary. In seeds and wheat the position is somewhat the same, only a small proportion of the supplies coming into Bombay being against foreign orders and more or less ready for shipment. The trade is largely in the hands of natives who receive daily small consignments from up-country stations which they prepare for shipment, and when a lot is complete either tender it to merchants against a contract previously made or sell in the open market for local consumption or for export. The trade is carried on in numerous small godowns in the native town and near the Docks and cannot be interfered with without serious injury. Then as regards,

IMPORTS FROM OVERSEA;

Bombay is a large distributing market, and supplies as they arrive are sold in the local bazaars and are afterwards forwarded to their destinations. But little is imported for direct despatch up-country, and although as time goes on more may be dealt with in this way Bombay must always remain a distributing centre where packages can, if necessary, be broken up for retail sale. Large godown accommodation in and near the Docks and in the native town will always be needed for this trade which is almost entirely in the hands of native dealers. Despatches from the Docks up-country will no doubt be largely made in future by the Port Trust Railway but the Carnac Bridge and Wadee Bunder Goods Yards will always be much availed of and no interference with the trade in this respect should be attempted. To your second question, Whether goods brought for local consumption could be dealt with exclusively or generally at or in the vicinity of Grant Road Station, or, if not, where goods yards for such traffic would be most conveniently situated the reply must also be in the negative, as it is not possible to divide goods for local consumption from those to be consumed up-country or despatched oversea. Cotton for the local mills must come from the Cotton Green wherever situated, and piece-goods, metals and many other things, from their respective markets in the heart of the native town where dealers have their shops and godowns. Any attempt to locate local business in one spot away from the vicinity of the docks and the markets would be a hardship which would be resented, for in the rush of business supplies must be conveniently situated to be despatched wherever needed from some place near at hand and no one spot therefore would be even moderately convenient for all.

PASSENGER TRAFFIC PROPOSALS,

The third question asked: Whether through trains for passengers from and to distant stations should be run to and from Victoria Terminus, provision being made for carrying travellers by sea to and from the deep sea pier and possibly disconnecting at Dadar or elsewhere passengers for Grant Road or other stations on the West can hardly be answered without a general discussion of the railway position now existing in the Island of Bombay. For the present radical changes may not be needed, but looking ahead only a few years it is fair to assume that the number of travellers to and from India will largely increase, and if Bombay desires to retain her position as the most convenient port of entry, arrangements must be made on a liberal scale for the through passenger traffic. My Committee are, therefore, of opinion that the deep sea pier now projected should by extensions be made available for all passenger steamers, inwards and outwards. How far in the near future this facility will be availed of it is difficult to say but the growing popularity of the through mail service to and from Calcutta and Madras seems rather to lead to the conclusion that if the Railways and the large passenger Steamship Companies could arrange to work together, a considerable increase in the through traffic might be expected. In any case the discharge and embarkation of passengers at a deep sea pier would relieve traffic in the docks and so facilitate the movement of goods. A deep sea pier of adequate length and breadth could also be utilised for trooping and this would be a great improvement on present conditions. The suggestion that trooping might be carried on in or alongside the new dock does not commend itself to my Committee, as the passing of troop and baggage trains along the Port Trust Railway might in the early months of the year be a very serious inconvenience to trade. From the south end of the dock if a berth could be made available a connection could no doubt be made with the Victoria Terminus which would relieve the Dock Railway of the traffic, but any space allocated now in the docks for the landing and despatching of troops must in a few years be required by the trade, and it seems better to recognize this now and to make other arrangements forthwith. The connection of the new pier with the Victoria Terminus appears to my Committee a necessity ; and the best alignment is, they consider, on which does not interfere with the Carnac Bunder Goods Yard or to any material extent with the European General Hospital. It seems to them necessary, however, that where the railway crosses the road an overbridge must be built, for Frere Road is, and always will be, a very important thoroughfare, and no level crossing should be allowed to block the main road to and from the docks. As it is, there are far too many level crossings already in Bombay and although for a time the Pier Railway may not be largely used it is safe to assume that sooner or later there will be a considerable traffic.

(Concluded on page 6)

EUROPEAN NOTES.

A French Sensation.

A SUCCESSFUL AIRSHIP.

THE ITALIAN ELECTIONS.

PARIS, Oct. 28.

ALMOST since the beginning of the year vague rumours of a series of atrocious poisonings alleged to have been lately perpetrated in the little town of Saint-Clair, Department of the Gaps, Southern France, were in circulation. The suspected poisoner was Madame Galtie, widow of M. Galtie, petty magistrate of Saint-Clair, who died in November, 1901. Her alleged victim was M. Galtie himself. It was also whispered that Madame Galtie had poisoned her grandmother soon after the judge's sudden death; and her own brother Gaston, who died in her own house, after three days of frightful agony, on the 30th August, 1903. The Procurator of the Department then took the matter up. Inquiries were instituted. Madame Galtie was committed for trial. Her case came on this week before the Assize Court at Auch, in the Department already named. The following is a summary of the story of Madame Galtie, and of the charges against her, as drawn up by the prosecution.

Rachel Dupont, a butcher's daughter, was born twenty-five years ago in a small town not far from Saint-Clair. In 1898 she married M. Galtie. In February, 1899, her husband received the appointment of Cantonal Magistrate in Saint-Clair, and there they took up their abode. Young—not quite twenty—very handsome, gracious in manner, the "blond beauty, with the large dark eyes," whom the newspapers have been celebrating, captivated the society of Saint-Clair—the petty society of an out-of-the-way little country town, whose "judge de paix," her husband, drew a salary of £72 (eighteen hundred francs) a year. Young Madame Galtie wanted more money, and to make a show in society—that was all. M. Galtie himself, so the story goes, was a philosopher, content with his lot and his £72 a year, and with the prospect of promotion some day or other. Young Madame Galtie was less pateint. She made her husband promise to insure his life in her favour for four hundred pounds. A wise precaution. But with his pittance of £72 a year how could the Judge pay the premium? So without letting his wife know he gave up his intention. In November, 1901, M. Galtie died. And the Society of Saint-Clair poured out its sympathy for the bereaved young wife. The society of Saint-Clair knew nothing of Madame's purchases of arsenic at the local chemist's. And if they had known they would naturally have seen nothing surprising in Madame's method of killing rats. What might have surprised them was Madame's promptitude in turning her husband's little office into a "boudoir," where forthwith she received the society of Saint-Clair, and made herself its queen. M. Galtie was no sooner buried than he was forotten.

It will be seen that Madame Galtie, over-reached herself. There was no insurance policy, and Madame profited little or nothing by her husband's death. But there, in the little town of Casseneuil, lived Madame's grandmother, with one foot in the grave, for she was seventy-eight. And to the old grandmother Madame Galtie wrote a letter conveying a (sham) message, which, said the writer, M. Galtie had given her on his death-bed. The letter prayed the old lady to insure her life in young Madame's favour for two thousand pounds. "Ma pauvre petite Rachel bien-aimee," M. Galtie was alleged to have said, "will have nothing when I die. What will become of her?" And so on. But the old lady would not insure. Would any insurance company have listened to her? However, such property as she did possess would, after her death, become Madame Galtie's. The poor old lady died in November, 1902, after weeks of tender nursing by Madame Galtie, who had gone to Casseneuil for the purpose. The people of the little town were impressed by young Madame Galtie's patience and devotion. Young Madame Galtie prepared the patient's food, drink, and paysic. "Sympathy is often as good as physic," remarked this charming nurse, and the neighbours were pleasantly impressed. They did not know that Madame Galtie had often bought arsenic at the chemist's. Dead, buried, and forgotten, the old grandmother left Madame Galtie in possession of a cottage and a few thousand francs. But how could one dazzle the society of Saint-Clair on so small an inheritance?

Well, there was Madame's young bachelor brother, Gaston, who idolised his sister. Would he insure his life for two thousand pounds in her favour? He agreed, his sister paying the first premium, for the brother had nothing. On the 30th August, 1903, before the second premium became due, Gaston lay dead in his sister's house in Saint Clair. Gaston was a chemist and druggist. Yet only a faint, transient suggestion of poisoning appears to have crossed his mind during those terrible days. Needless to say that his suspicion had no reference to his sister. When he suggested poison, her reply was: You and I eat and drink the same things, and it is I who prepare your medicine. So how could there be any poison? You are right, her brother replied. I am suffering from gastrits. After young Gaston's death the suspicions of the Saint-Clair folk were aroused. Facts about insurance schemes and purchases of arsenic began to leak out. In the end Madame Galtie was arrested. And upon her fingers at the time of her arrest glittered a number of rings that had belonged to her friend, Madame Lorrieu (also of Saint-Clair). The discovery of these rings led, according to the prosecution, to the further discovery that Madame Galtie was a chief and an incendiary. The stealing of the rings is described by the prosecution as Madame Galtie's first crime. In order to carry out her theft all the more easily Madame Galtie set her friend's house on fire. Official investigations into the origin of the fire were at once instituted—Madame Galtie's own husband taking part in them!—but not until after Gaston's death did the secret come out. The foregoing is a rapid summary of the case as formulated by the examining magistrate and submitted to the President of the Assize Court at Auch on Wednesday.

Mr. Santos Dumont will have to look to his laurels. M. Lebaudy's airship has taken the Paris public by surprise. At one o'clock on Monday morning the ship started from Moisson, some little distance from Paris, and steered for the capital. On reaching the Seine it made a vast figure eight, and returned to the starting point. There were four voyagers on board, among whom was the well-known automobilist, Mr. Henry Farman, who tells his story in the "Herald." A night trip was decided upon because the heat during the day, even at this season of the year, has a very serious effect on the gas, making it expand rapidly, and upsetting the best calculations by its uncertainly. This will be a point for Mr. Santos-Dumont to elucidate, for his ship will be up in the air both during day and night. The Lebaudy ship sailed at a height of about a hundred and eighty feet above the ground. The following are some of the improvements made in this latest of M. Lebaudy's ships : A long horizontal plane has been fitted underneath the balloon in such a manner that it maintains the balance of the entire structure. The end of this is hinged, so that by raising it up or down the balloon may be tilted up or down a occasion demands. Secondly, a huge flat tail has been fastened to the end of the cigar itself, with the same object in view—that of keeping the flight steady. The Lebaudy ship is cigar-shaped. The ship in which Mr. Santos Dumont is to sail next December is egg-shaped. Mr. Farman describes the trip as an enormous success. The huge vessel answered the slightest touch of the helm, and at no moment did we feel that we were not in complete control, and had but to steer to go where we wished. There was a mist during most of the time. We were sailing, as it were, in a sea of some soft downy material, which enveloped us, and rolled around us, but never was heard. All was wonderfully silent, save for the whirring of the propeller and the

tapping of the motor. The airship sailed nineteen miles in less than three-quarters of an hour. Her next voyage will possibly be to Rouen and back.

It is difficult to say whether the approaching General Election in Italy causes more excitement at the Palazzo Braschi, the Home of Government Offices, or at the Apostolic Palace, the residence of the Pope. The Premier, Signor Giolitti, is preparing, as he announced in his programme, a fierce struggle against reaction and demagogism, while Pius X. is yet undecided whether to maintain the prohibition of Pius IX., confirmed by Leo XIII., to the Catholics to vote, or to let it drop. Those urging him to follow the latter course represent the young element in the Clerical party, most of them being of the generation coming after the loss of the Temporal Power, and therefore incapable of a strong feeling for its restoration. They do not understand why the Holy See, while claiming the Temporal Power, does not allow them to have their weight in the politics of the country, which means to abandon not only the interests of the church, but even their own business and private interests, into the hands of their adversaries. Several Bishops, including Cardinal Ferrari, Archbishop of Milan, have petitioned the Pope personally to obtain the removal of the prohibition, asserting that otherwise Socialists and anti-Clericals will triumph everywhere. The present Pope, as Bishop of Mantua, and Patriarch of Venice, had been constantly favourable to the alliance of the Clericals with the Conservatives to defeat Liberals and Radico-Socialists and he was victorious in all the Venetian provinces. But now, as Pope, it is a different question. Between the two currents it seems most likely that while the "Osservatore Romano" in its unofficial articles continues to urge abstention from voting, instructions will be sent to the Bishops authorising them to advise the faithful to go to the polls when considering local conditions, they think it advantageous.

SUIT AGAINST NEWSPAPER PROPRIETORS.

SIR LAWRENCE JENKINS, Chief Justice, and the Hon. Mr. Justice Batchelor resumed at the High Court yesterday the hearing of an appeal filed by Chaturbhuj Morarji against a decision of Mr. Justice Russel delivered on 14th March last in a suit in which Chaturbhuj, as proprietor of the old "Times of India" premises in Parsee Fazar Street, sued his tenants, Messrs. Bennett, Coleman and Co, proprietors of the "Times of India," to obtain a judicial declaration of his having been absolutely entitled to a corrugated iron-shed, which he maintained was a permanent fixture; to claim compensation for making good dilapidation repairs, and painting, etc. The Hon. Mr. Scott, with Mr. Lang, instructed by Messrs. Little and Co., appeared for the plaintiff and appellant. Mr. Lowndes with Mr. Strangman, instructed by Messrs. Smetham, Byrne and Noble, appeared for the defendants and respondents.

In the morning at half-past 10 o'clock, the Chief Justice and Mr. Justice Batchelor drove down to Messrs. Kemp and Company's premises to inspect the shed in question, which is now used by Messrs. Kemp and Co., as a godown. They were shown over the shed by the parties and the legal gentlemen representing them. The roof and its attachments were examined; then the floor, sockets, cups and pillars. About half an hour was spent. In this inspection, after which the Judges drove away to the High Court, and resumed the hearing of the appeal.

Resuming his address, Mr. Scott said their Lordships had now seen the structure. If it was to be removed, it would have to be broken up, and removed piecemeal, and the gutters destroyed altogether. If the shed was a mere chattle, as Mr. Justice Russell held it was, it would not be of use to the defendants in the same form as it was now. On the other hand, the plaintiff claimed it as an addition to the building, and a very valuable addition, no doubt. The permanence of the structure, and its condition after twenty years, indicated the intention with which it must have been built as an "addition," the floor being of concrete. Defendants said they were not bound by the terms of the lease. If it was, how could they then claim to be entitled to the shed? It was erected on the premises as a trade-fixture of the original lease. On the facts proved, the plaintiff and appellant was entitled to the shed.

Mr. Lowndes, for the defendants, said the shed was a chattel by itself. It stood by itself, and could be used by itself. Admittedly it was erected for the purposes of a printing press, and was a trade-fixture, which sort of fixtures were looked upon very much leniently in England than other fixtures. Counsel did not wish to go on the "fixtures" mentioned in the lease; but he did so on the liberal interpretrion the law entitled him to. And in this, two points were necessary to decide; firstly, the mode and extent of the annexation; and secondly, the object and purposes of the annexation. There were some of the latest pronouncements on these points. Mr. Gostling's plans and estimates, had proved that the structure was so designed as not to be a fixture; and he had expressly excepted the work below the ground from this category, because he considered such work to be a fixture. The superstructure was removable as an annexed part; this was the intention of the party of erecting the shed, on which about 47,000, or about Rs. 14,000, had been spent. The attaching of the shed to the wall with muslin or khadi cloth, dammered over, did not make it a fixture. Mr. Lowndes then proceeded to reply to the argument of the attachment of tiles by means of mortar, some of which adhered to the wall; he also spoke of the use of chisel alleged to have been required to sever the iron gutter-joints from the chemical rust formed by a fixture of salammoniac and iron filings. Counsel said the tendency of the law was to treat such fixtures very favourably by the Court. The canon applied by Lord Chief Justice Mansfield was nearly the same as laid down by Halsbury. He had intended to make it a part of the free-hold, and he had built it in such a manner as he could not have removed it. was Lord Mansfield's rule of justice. In this shed the hollows had not been made for collecting water but with the object of not attaching the ground to the pillars. The learned Advocate General had contended the shed was an addition. It was not an addition, as an addition would be something built on to the house, or built into it. Another argument advanced by his learned friend was if the lease was not binding on the defendants, how could they claim it to be their chattel? His reply to this was, a chattle changed ownership by possession; the cost of the shed was entered in the defendants' account-books and year by year certain percentages for depreciation were written off. If plaintiffs claimed the chattle was his it was for him to prove his title, it was enough for the defendants to say it was not his. The case of Cox and Bishop in Macnaghten and Gordon cited by his learned leader Mr. Inverarity in the Lower Court was on all fours with this, and he could not understand why Mr. Justice Russell held it was not applicable, especially as it was in Woodfall, and every thing included in Woodfall was standard law. After the expiration of the lease the defendants continued in tenancy, and until 31st December 1902 neither was the lease confirmed nor accepted. Had it been accepted the lease would have gone up, and required registration. There was no new agreement; defendants remained monthly tenants on a monthly rent of Rs. 900. The position was this; defendants were assignees of the lease, and on its expiry, they became monthly tenants; and were not liable to repair, except as assignees of the lease. Till May 1903, for about three years and a half, they remained on the premises. For their liability to repair under the tenancy under the lease, they had brought into Court Rs. 2,054-14, which covered the whole contingency up to the year 1899. Mr. Justice Russell, on the other hand, seemed to hold there was liability under the old agreement; then there was the new tenancy, into which the liability under the old lease should be imported.

Mr. Scott replied, and maintained the shed, which was a substantial and elaborate building, was a permanent fixture fitted into the yard. If the landlord wanted to erect a godown for Messrs. Kemp and Company, it was difficult to conceive he would have erected a more permanent building than this. It was an addition to the lateral part of the premises. Because the walls were very high, they were not built on. Quoting from Woodfall, Chap. XV. Sec 8, Sub-sec. F., counsel said the right of removal continued only during the term of tenancy. The shed could not be put higher than a trade-fixture; the whole roof was attached with dammer and plaster; the iron gutter pieces were joined with chemical rust which, acording to Mr. Gostling, there was no more permanent mode of joining them.

Some further discussion took place as to the additional Rs. 2,600 awarded to the plaintiff by the Special Commissioner, Mr. Chambers; also on the liability of the defendants to execute triennial and quinquennial repairs. Judgment was reserved.

ADVICE TO MOTHERS!—Are you broken in your rest by a sick child suffering with the pain of cutting teeth! Go at once to a chemist and get a bottle of Mrs. Winslow's Soothing Syrup. It will relieve the poor sufferer immediately. It is harmless and pleasant to taste, it produces natural, quiet sleep by relieving the child from pain and the little cherub awakes as bright as a button. It soothes the child, softens the gums, allays pain, relieves wind, regulates the bowels and is the best known remedy for dysentery and diarrhœa whether arising from teething or other causes. Mrs. Winlow's Soothing Syrup is sold by Medicine dealers everywhere.

BOMBAY CORPORATION.

AN adjourned meeting of the Bombay Corporation was held yesterday afternoon in the Municipal Council Hall, Mr. James Macdonald presiding.

PROPOSED WASHING AND BATHING PLACES.

In accordance with a notice of motion Dr. Dinshaw B. Master moved "that the attention of the Municipal Commissioner be drawn to the observations of the Health Officer in the last Administration Report regarding the provision of washing and bathing place for the poor of the city and he be requested to make an adequate provision, not exceeding Rs.10,000 for such places in the ensuing budget." He said provision of such baths in a city like Bombay would be highly beneficial to the poor. In this city there were about a hundred thousand people who had no fixed place of residence and who owing to the absence of facilities afforded by public baths suffered largely from skin diseases.

In the course of the discussion it was pointed out that the subject should be in the first instance brought before the Standing Committee and the mover accordingly withdrew the proposition.

RECENT IMPORTATION OF CHOLERA.

The Corporation considered a letter from the Commissioner, forwarding for information, copies of a correspondence with Government in which the subject of the recent importation of cholera into Bombay from the Pundharpur Fair had been brought to the notice of Government and a request made to Government that restrictive measures should be undertaken in future. The Municipal Commissioner in his letter to the Secretary to Government, General Department, Plague, suggested the following restrictive measures against the importation of plague and other epidemics:—(1) when a city or town is infected, the passengers leaving for Bombay should be provided with a form each, in which name, sex, destination and address are plainly written in English or Vernacular, which form should be delivered at the destination to the railway or steamer authorities who should send it to the Health Officer; (2) all persons suffering from plague or suspicious of plague should be detained at the place of inspection as is now done in the case of those leaving Bombay by sea; (3) any person suffering from plague arriving in Bombay should under any circumstances, be sent to hospital; (4) all the relatives and friends travelling in contact with the patient should go for 10 days to camps or remain under observation in their houses. As regards the cost, I have to say that in such measures, the cost should fall on the general and not on the municipal tax-payer.

The Secretary to Government in his letter to the Commissioner stated:— I have laid before his Excellency the Governor in Council your letter dated the 6th September 1904, furnishing details of the scheme proposed by the Executive Health Officer for the prevention of the importation of plague into Bombay and I am now directed to state, with reference to that scheme, that Government are of opinion that in the existing circumstances of this Presidency, no system of passports from infected towns and villages can be worked with any advantage. They also think that it would be impossible at the time of issuing railway tickets to take down the names and addresses of all passengers for Bombay without causing great delay in despatch of trains. Many of the passengers of the lower class are probably very uncertain as to where they are going in Bombay. Some have no memory for names. In these circumstances the amount of argument that would take place whilst names and addresses were being registered can be easily imagined. I am to suggest, however, that possibly you can advise some practicable scheme for carrying out the object in view either (1) by means of inspectors travelling with the trains and visiting the carriages at the ordinary stoppages, or (2) by stopping trains from infected stations or districts at some station near Bombay—such as Dadar—so that names and addresses may be taken down by a staff sufficiently large and efficient to prevent undue delay, or (3) by taking down the names and addresses of passengers arriving at the Bombay stations. I am to state that any proposals on this subject will have to be referred to the Agents of the Railways, but if you and the Agents can agree as to the practicability of any scheme which is considered useful by you and does not involve intolerable obstruction of traffic, there will probably be no difficulty in carrying it out; in this connection it is observed that the Health Officer reports that the very next day after the discovery of cholera emanating from the Pandharpur fair, the medical inspection of all down trains from Poona was arranged for in consultation with the Railway authorities. Here I am to remark that cost of any scheme primarily, intended for the protection of Bombay must be borne by the Corporation. I am desired also to observe that the Executive Health Officer, in his letter dated the 22nd August 1904, states that during the year ending 30th June 1904, there were 246 cases of plague imported into the City. Having regard to the enormous number of travellers coming to Bombay, and the extent of the epidemic, the number does not appear large. Every individual, no doubt, may be a centre of infection, but considering that during the year in question there were 13,632 deaths from plague in the City of Bombay, it seems open to question whether there would have been any marked reduction in the total mortality if every one of those 246 cases had been excluded. Remembering also the length of the period of incubation, it may further be doubted whether by any system of inspection it would have been possible to exclude all these cases. In regard to arrivals by sea, there would, Government consider, be less difficulty in devising a system of Travelling Inspectors, who could take down, during the voyage, the names and addresses of the passengers; but the measure is less necessary as the coast districts from which the steamers proceed, are usually not so badly infected with plague as the Southern Maratha Country and Gujerat which are connected with Bombay by railway. If it is ultimately decided to introduce inspection or the registration of names and addresses for the control of railway traffic, it will be easy to adopt similar measures for the coasting traffic.

On the motion of Dr. A G Viegas the correspondence was recorded.

PRIMARY SCHOOLS.

Consideration was given to a letter from the Secretary, Joint Schools Committee, forwarding excerpts from the proceedings of the Committees meeting held on the 5th October.

Dr Jehangir J. Curseji moved that the letter be recorded and that the Municipal Commissioner be requested to forward copy of it to the Executive Health Officer asking him to get a careful preliminary inspection made of all the schools under Municipal control and to favour the Corporation at an early dated with his view and suggestion on the various questions in school hygiene embodied in their resolution dated the 28th July last and underlying the present letter of the Joint Schools committee.

Dr. Sukhia seconded the proposition.

The discussion on the subject was postponed to the next meeting.

BOMBAY TRAMWAYS.

On the motion of Sir Pherozeshah Mehta the letter from the Under Secretary to Government, Public Works Department, dated the 11th instant on the subject of the draft license to be granted to the Brush Electrical Engineering Company for electric light and power, was referred for consideration and report to the Committee appointed by the Corporation to assist the Commissioner in all matters arising in connection with the purchase of the Bombay Tramway. Sir Pherozeshah observed that it was chiefly through the exertion of the Commissioner that the matters in connection with the subject had been so satisfactorily arranged.

BOMBAY TECHNICAL INSTITUTE.

The Corporation resumed discussion on the proposition moved by Mr. Dwarkadas Dharamsey at the previous meeting inviting the attention of the representatives of the Corporation on the Board of the Victoria Jubilee Technical Institue to certain public criticisms passed on that Institute and requesting them to investigate into the matter and report to the Corporation how far the complaint and criticism were justified and to offer such suggestions as they might consider necessary.

The Hon. Sir Pherozeshah M. Mehta in continuing his speech on the motion said, he was sorry that the discussion on the subject should be allowed to take up further time of the Corporation. He felt that after the speech of Mr. Dunn and after what had fallen from two of the representatives of the Corporation on the Board of the Institute, it would have been prudent, had the mover withdrawn the proposition, because the object with which it was given had been substantially and practically served by what had taken place at the last two meetings of the Corporation. If Mr. Dwarkadas would still agree to withdraw the proposition, he did not wish to inflict any more of his speech upon them.

Mr. Wadia had taken pleasure in calling them the carpet knights, but they knew perfectly well the estimation whether good or bad in which they were held by the Corporation as well as by the general public. That was the reason that he did not take any notice of that phrase and passed over it with complete indifference. He confessed he spoke on the last occasion with some warmth and feeling, because he felt in his mind that unless the agitation carried on by the critics was perfectly genuine and well founded, it was likely to be attended with great mischief, and was calculated to take away bread and butter out of the mouths of those who went to the millowners for the purpose of presenting certificates of their qualifications and who might be told by the millowners that they were not good practical men. Statements had been most recklessly made at the Corporation, which would have a prejudicial effect upon the prospects of the poor students who had to earn their own bread and butter. There was at present a dearth of employment and such remarks made in a haphazard manner and upon hearsay evidence were likely to place greater obstruction in the way of the students in securing employment in the local mills. He had already pointed out how Mr. Dunn had disposed of the main contention, which was raised by Mr. Wallace and the "Ex-student," who had now proclaimed himself to be Mr. Rutnagur, and others who had taken part in the agitation. The agitators stated that the test of the failure or success of the Institute was to be found in the results, and they proclaimed from the housetops that the results showed that the Institute had been a failure and that few pupils had been able to secure employments, and that the cost for the maintenance of the Institution was enormous as compared with the other Institutions. Mr. Dunn very ably and lucidly pointed out that the cost of the training was moderate compared with the other educational Institutions, and he showed them by facts and figures that the percentage of students passed out of the Institute was very creditable compared with percentage of other Institutions and that most of the students so turned out had got responsible employments. Mr. Dunn's speech was a complete answer to the contentions raised by the critics. The gentleman who signed himself as "Ex-student," and who subsequently proclaimed himself to be Mr. Rutnagur was present in the hall, and he (the speaker) said in his presence that when he wrote in the newspaper as "Ex-student," he (the speaker) thought that he was one thoroughly conversant with the affairs of the Institute, and was probably connected with it for a long time. But he learnt from inquiries that Mr. Rutnagur was a student of the Institute for only ten months, five months of which he was in the engineering school and the rest of time in the textile school. There were all the credentials of of the "Ex-student," who never went in for any examinations, but who was proud to possess a certificate from the present Principal of the Institute. By a few more figures he would show that the percentage of the students of the Institute who had passed the boiler examination was much higher than that of students outside the Institute. Mr. Wadia had made many reckless statements, among them being the one that the examination papers were prepared by the teachers, of the Institute themselves. He (the speaker) made inquiries of Mr. Monie as well as of their oldest examiner Mr. Millar, who in his letter to Mr. Murzban stated that it was absolutely untrue that either Mr. Monie or any of his assistants ever interfered with the examiners or knew what "questioned" questions were to be put to the students.

Mr. Wadia observed that he met one of the examiners on the previous day and learnt from him that the questions were drawn up by the teachers, while the verbal examination was done by the examiners.

Sir Pherozeshah demanded the name of the gentleman, which Mr. Wadia gave.

Dr. Sukhia here raised a point of order. He asked if Sir Pherozeshah could read letters which were not directly addressed to the Corporation. At any rate, he (Dr. Sukhia) was prevented from reading such letters on many occasions.

The Chairman ruled that Sir Pherozeshah was in order.

Sir Pherozeshah in continuing his speech said even in the University of Bombay in early days, they were obliged in many cases to appoint professors to examine students in particular subjects, which the professors themselves had taught that was more so in professional colleges then in general colleges. In the early days of the Institute it was very difficult to find examiners to deal with subjects like mechanical engineering and textile, and they had accordingly to find them from among the foremen of the mills, whose general education was not as high as that of a professional man, and it was, therefore, necessary for such examiners to hold consultation with the Principal. But that was stopped in a very short time, and it was absolutely untrue to say that for many years past the examiners had anything to do with either the Principal or the teachers. Mr. Wadia was had only named the examiner at that meeting, and he was consequently not in a position to say about him. Mr. Wadia's reply to Mr. Dunn's statement was that facts and figures given by him proved nothing. Mr. Wadia stated that he was a director of many mills which employed seven or eight thousand men. The Board of the David and Standard Mills with which he Mr. Wadia was connected was, presided over by Mr. Sassoon J. David, upon whom fresh honours had been showered (loud cheers) and the public sympathy which had been shown in regard to the shrievalty conferred upon him, would lead him to employ more men that had been turned out by the Institution. That was the one group of mills with which Mr. Wadia was connected. The second group of mills, was presided over by another Bombay citizen, Mr. Currimbhoy Ibrahim, and Mr. Wadia was connected with them as director. Mr. Wadia had spoken of Mr. Murzban and Mr. Wacha and others on the board of the Institute, who, he thought, were not the proper persons to be on that board. Speaking about Mr. Wacha, he might say, that he was connected with the mill industry for the last 30 years and was during that time taken up by the late Mr. Tata as a paid partner in connection with the mill managed by him, and under whom he had severed his connection with that firm, he had been a most trusted and active secretary of those well-managed mills—the Morarji and other mills. And with all his experience Mr. Wacha was considered to be an incompetent member of the board. If, as was stated by the critics, Mr. Wacha was eligible to be a member of the board of the Technical Institute, could anybody tell him why the finger of scorn should be pointed to Mr. Wacha, whose knowledge of economics, and mill industry could not be surpassed? Mr. Wadia, the other day said, that his curriculum enforced him that no student, past or present, was employed in the mills with which he was connected. He (Sir Pherozeshah) had, however, made inquiries into the matter and found that more than half a dozen students had been employed in the David and Standard mills in different capacities, Sir Pherozshah gave the name of different students so employed and their salaries drawn by them, and Mr. Sassoon J. David in reply to questions put to him said the information given by Sir Pherozeshah was correct. Sir Pherozeshah then read a letter showing that a European foreman of a mill was averse to employing students of the Institute, because he thought that by so doing, he would be losing his premium which he would be able to secure from apprentices. At this stage Sir Pherozeshah enquired if Mr. Dwarkadas would see his way to withdraw his motion, for, if not, he would have to speak still for an hour.

Mr. Dwarkadas said he did not consider it advisable to withdraw the motion and thus lose his right to reply on the debate.

Further discussion on the suoject was postponed to Monday next.

BOMBAY LIGHT HORSE.

SQUADRON ORDERS, BY MAJOR, T. W. C. FFE
A. D. C, COMMANDING Ho. L. H.
Bombay, November 18.

1 The Range at Santa Cruz is reserved for Class Firing and Practice on Saturday afternoon next, the 19th instant from 3-45 p.m.

Train leaves Church Gate Station at 2-50 p.m, Bombay time.

By Order,
F, A, REDDIE, Lieut,
Acting Adjt. B. L. H.

BOMBAY VOLUNTEER RIFLES.

REGIMENTAL ORDERS BY LIEUT-COL. F. FERRERS NICHOLSON, COMMANDING, V. D,
Bombay, November 18.

1 Arms and Equipment are now being issued to members at Head-Quarters on every week day between the hours of 6-30 a. m, and 5-30 p. m. No arms &c. will be issued to any member not applying in person.

2 Leave of absence has been granted to No. 2532 Vol. A. Daniels, "F" Company from 6th November to 5th December 1904.

By Order
G. D. PRICE, Captain
Adjutant. B. V.

BOMBAY VOLUNTEER ARTILLERY.

REGIMENTAL ORDERS, BY LT.-COL. LOUIS P. RUSSELL, COMMANDING B. V. A.
Bombay, November 18.

1 The following member having joined has been taken on the strength of the Corps and posted to No 2 Sub-Dvn No 1 Company—No 996 Gr Chisman Albert.

2 Lieut J P Watson having returned from leave resumes duty from this date.

3 The following transfer has been sanctioned:—Gr F Burman from No 1 to No 3 Company from this date.

4 There will be a meeting of the Regimental Committee, at the B V A Club, Apollo Bunder on Monday next the 21st instant, at 6 30 p.m, sharp

By Order
A. STIFFE, Capt. R. A.
Adjt. B. V A.

NOTICE.

A conversazione and dance will be held at the Nesbit Lane Head-Quarters to-day (Friday).
Tickets to admit member and two Ladies Re. 1.
Tickets to admit non member and 1 Lady Rs. 2.
Tickets can be had from No. 1 of Sub-Division or at the Club Apollo Bunder.
Dancing to commence at 9 p.m.

The Bath for Tender Feet.

Eminent Physicians strongly recommend the addition of a little Condy's Fluid to the Daily Bath or Foot Bath. (See Medical Reports in Book on bottle).

Tired, Tender or Aching Feet are instantly relieved and all trace of Odour immediately disappears.

Condy's Fluid is sold by all Chemists. Beware of substitutes, all of which are inferior in composition and strength. Insist on having "Condy's Fluid."

RAILWAY EXTENSION IN BOMBAY.

(Concluded from page 5.)

VICTORIA TERMINUS TO THE PIER.

If then the necessity of a Pier Railway is admitted, the question arises as to whether the St. George's Hospital should be allowed to remain where it is, and my Committee are very strongly of opinion that its removal is advisable and that a new site should be fixed at a very early date. The question of a suitable site does not come within the scope of this enquiry, but the very best available site should be chosen, and if, as is likely, it will be some distance from the present site, a small branch establishment should be retained at the Docks for accidents and such urgent cases. The point then as to whether through trains for passengers from and to distant stations should be run to and from Victoria Terminus may be answered in the affirmative, for it seems clear that a large and well equipped Station near the landing pier and the Docks and in the centre almost of business quarters and close to the native town must be a convenient Terminus for the City as a whole. But my Committee do not necessarily think that long distance journeys should be started only from the Victoria Terminus for even the at present time Grant Road on the B. B. and C. I. Railway is a convenient station, and as the City extends to the North it is likely to become even more convenient and necessary and trains for long distance journeys might, therefore, start so far as is found necessary from both centres, uniting presumably at some point to the north. The extension to avoid congestion of the Victoria Terminus, which will become necessary by the increased number of trains, can be provided by handing over to the G. I. P. Railway the St. George's Hospital compound and the Military Lines behind the Crawford Market.

THE SEA FACE RAILWAY AND ELECTRIC TRAMS.

Question IV. Whether, in the event of the previous questions being answered in the affirmative, the Bombay, Baroda and Central India Railway should stop at Church Gate or should be continued to Colaba for suburban traffic brings up for discussion the suburban traffic of Bombay, the facilities promised by electric tram cars and the problem of the Sea Face. The correct answer to the question as it is put appears, however, to be that if the B. B. and C. I Railway is to continue to run along the sea front the Terminus must certainly be Colaba as at present. But in discussing Railway arrangements in Bombay it seems to my Committee desirable that the three points mentioned above should be carefully considered, for there can be no doubt that the opening up of the sea front is an urgent matter, the Queen's Road being inadequate for the present traffic augmented as it will be shortly by numerous motor-cars. The settlement of this question should not, therefore, my Committee think, be delayed any longer and if the Railway is considered an obstacle the point as to whether suburban and local traffic could be arranged for in some other way should be fully considered. As long distance journeys can aprobably be dealt with at Victoria and Grant Road Stations the question of the Bombay, Baroda and Central India Railway along the sea front narrows itself to one of local and suburban traffic only. For purely local traffic, that is for those who desire to travel to and from their residences or Offices between Grant Road and Colaba, a well arranged system of electric trams will, if the cost is not more than by rail, be probably much more convenient, as trams passing along the streets will be more handy than trains starting from stations at a distance and the time taken in a journey from point to point will also probably be much less. My Committee presume that when the electric cars are started, the system will be a circular one and on a much more extended scale than at present. If this be so, arrangements will no doubt be made for a rapid system from Grant Road to Colaba, and even if this should be along the present Queen's Road the opening up of the land to the west will provide ample space for an excellent carriage drive, a motor road, a riding path and a promenade from the Wodehouse Bridge or beyond to the foot of the Siri Road or even further. The details of such a scheme need not be discussed in this letter, but the need of increased accommodation for carriage and motor traffic on the sea front is so urgent that the question should be taken up and disposed of at the earliest possible date. The dangers and inconveniences of the present Queen's Road are so obvious as hardly to need pointing out. At three points between the level crossing at Chowpatty and the Band Stand the Railway is constantly discharging passengers on to a road which for some hours of the day is already greatly congested with traffic. Conveyances for hire or private carriages stand around these stations to the great inconvenience of the driving public and with the arrival and before the departure of a train the road is filled with pedestrians for whom no foot path accommodation has been provided. The constant passing of trains along a main thoroughfare has always been objectionable and unsightly over bridges to a new road along the sea face hardly seem desirable. The short road from Church Gate to the Wodehouse Bridge is already much too narrow and any scheme that is formulated this defect should be remedied.

SUBURBAN TRAFFIC—OVERHEAD ELECTRIC RAILWAY.

The question of the suburban traffic of the B. B. & C. I. Railway,—that is for passengers from stations north of Grant Road desiring to come into Bombay and vice versa,—remains now to be dealt with, but before touching on this my Committee desire me to refer to the new trade depot which in connection with the Port Trust Railway will shortly be established in Bombay to the North of Mazagon. The shifting of the Cotton Green from Colaba to a point not far distant from Sewree and the building on the same site of grain godowns all in close proximity to an excensive system of sidings for the Port Trust Railway, brings very prominently before the commercial community whose offices are in the Fort and whose residence are in all directions, the question of the urgent need of rapid communication with this new and very important trade centre. The present Cotton Green can be reached in a few minutes from any office in the Fort, and if the new Green cannot also be reached in a very short space of time trade will be very seriously inconvenienced. Electric tram cars moving slowly through the busy native town or along the Frere Road with occasional trains from the Victoria Terminus liable to interruption en route will not meet the difficulty, and some plan must be devised whereby the trade can travel rapidly at certain hours of the day from the Fort to the new Green and vice versa. A scheme that commands itself to my Committee is a railway, electric or otherwise—presumably overhead for at any rate the first part—from a central situation, say, the east side of the Elphinstone Circle Gardens or from a point even further south running adjacent to the line of the Frere Road or alongside the present track of G. I. P. Railway to the station of the Port Trust Railway at Mazagon. On the east of the Victoria Terminus space would have to be found for the making up of trains, etc., and if the alignment was along the Frere Road a connection would be necessary as trains would need also to be run from the Victoria Terminus for the use of passengers to whom this station might be more convenient than say, Elphinstone Circle. Such a Railway will mean a heavy outlay, but a scheme of the kind is necessary if trade now and hereafter is to run smoothly, and my Committee believe that if the idea of such a line is approved the Railway could be made to serve many other purposes. The opening up of Trombay as a European residential quarter cannot be much longer delayed and a central station at the south end of the Island of Bombay with a quick service would be a great inducement to people to leave out in the new suburb. It would not also be difficult to cater from the same starting point for the Mahim and Bandra traffic, and the convenience to the general public of a central station to the south-east would make the railway very popular and presumably remunerative. As it is likely that before very long the area lying to the east of Hornby Road will have to be dealt with under an Improvement Scheme any extra land that might be required for the purpose of an electric overhead Railway could easily be acquired and ample arrangements could then be made for dealing with trade and suburban traffic which if catered for at the Victoria Terminus might lead to congestion,—a risk which must be avoided at all costs.

A CIRCULAR RAILWAY.

This scheme, it has been pointed out, could be further enlarged into a Circular Railway to embrace the suburban traffic north of Grant Road. Starting from a convenient centre in the Fort and running as has been shown via or with a connection for the Victoria Terminus to the new trade centre at Mazagon, the line would then continue on the right to Sewree and thence through reclaimed property which may in a few years after reclamation be thickly populated to Trombay and on the left to Mahim and Bandra, thus placing Salsette in direct communication with the new depot. This would be most convenient as under the new conditions which will be created by the Port Trust Railway and the new storage ground north of Mazagon, merchants and many others will probably find it necessary to visit the depot in the morning and evening so as not to interfere with the day's work. This, however, will not be feasible unless there is railway connection between the suburbs on all sides and Mazagon, and the scheme now put forward appears one that might well be considered in the interests of the whole community. To complete a circular system as has been suggested connection would be necessary between the Trombay line and Andheri via perhaps Coorla, thereafter following the alignment of the B. B. & C. I. Railway to Grant Road. From this station a connection would have to be made with Victoria Terminus and so onwards to the Fort central station, and if the sea front had been properly laid out it would probably be unobjectionable if the overhead line was carried to some point along the line of the Queen's Road to be then taken across to the Victoria Terminus and so to the Fort central station as might be considered most convenient.

THE PROPOSALS SUMMARISED.

The proposals as regards new Railways may therefore be devided into three sections:— (a) Overhead from Fort and Victoria Terminus to Mazagon Depot, (b) Mazagon Depot to Bandra and towards Trombay, (c) Completing the Circle by carrying the Railway from opposite Trombay to Andheri via Coorla; thence via the present B. B. and C. I. Railway alignment to Grant Road; thence overhead along or on the side of the Queen's Road and thence to Victoria Terminus, a branch going from Victoria Terminus to Elphinstone Circle. In making these proposals my Committee have had prominently before them the absolute necessity of making adequate provision for taking those connected with trade to and from their places of business and residences, and they have also recognised that the tendency must be, and it is very desirable that it should be for people to live more and more outside the Island of Bombay. They therefore think that Government should also at largely increasing the means of communication between all parts of the Island and Suburbs on sound lines so that congestion and concentration should be avoided. The proposed Circular Railway involves doing away with the facilities at present afforded by the B. B. and C. I. Railway between Grant Road and Colaba, but in the opinion of the Committee this will be fully compensated by the advantage gained by having a Circular Railway with trains running in both directions all day. That the scheme as sketched out may need to be modified in many particulars is of course only too probable, but for the future convenience of the trading and working classes of the city a radical change in present methods seems imperative, and if the suggestion now put forward leads to a full discussion of the whole question a definite and satisfactory plan may be evolved.

THE QUESTION OF CONTROL.

Question V. Whether for carrying out such arrangements as are indicated, single control of the lines south of point of junction would be necessary or whether they could not be effected by co-operation of the two Railway Administrations can be briefly answered. My Committee see no advantage in fact rather the reverse, in placing the two lines south of a point of junction under single control. Competition is always advisable and with Railways extending into distant parts of the country freedom of action along the whole length including the Terminals is clearly advisable. I am to add in conclusion that two members of the Committee dissent from the suggestion to remove the B. B. and C. I. Railway between Grant Road and Colaba.

THE CITY MORTALITY.

THE Municipal Office returns for the twenty-four hours ending at 6 a. m., yesterday, give the following results:—

Wards.	Plague Attack.	Plague Deaths.	Deaths from all Causes
A Upper, Middle and Lower Colaba, Fort Northern, Fort Southern and Esplanade ...	2	1	4
B Mandvi, Chukla, Oomerkhadi and Dongri ...	1	0	15
C Market, Dhobi Talao, Fanaswady, Bhuleshwar, Khara Talao, and Kumbharwada ...	1	0	18
D Khetwadi, Girgaum, Chowpati, Walkeshwar, and Mahaluxmi ...	0	0	9
E Mazagon, Tarwady, 2nd Nagapada, Kamatipura, Tardeo, Byculla and 1st Nagapada ...	3	3	22
F Parel, Sewree and Sion ...	1	1	8
G Mahim and Worli ...	0	0	9
Water Division ...	0	0	0
Non-Resident and Unknown ...	0	0	0
Hospitals ...	0	1	3
Total ...	8	6	88
Total plague deaths to date ...	277,499	220,482	
Same date last year ...	9	4	75

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Cuticura Soap combines delicate emollient properties derived from Cuticura, the great skin cure, with the purest of cleansing ingredients and the most refreshing of flower odours. No other medicated soap ever compounded is to be compared with it for preserving, purifying and beautifying the skin, scalp, hair and hands. No other foreign or domestic toilet soap, however expensive, is to be compared with it for all the purposes of the toilet, bath and nursery. Thus it combines in one soap at one price the most effective skin and complexion soap, and the purest and sweetest toilet, bath and nursery soap ever compounded.

Cuticura Resolvent, liquid and in the form of Chocolate Coated Pills, Cuticura Ointment and Cuticura Soap are sold throughout the world. Depots: London, 27 Charterhouse Sq.; Paris, 5 Rue de la Paix; Australia, R. Towns & Co., Sydney; Boston, 137 Columbus Ave. Potter Drug & Chemical Corp., Sole Proprietors.

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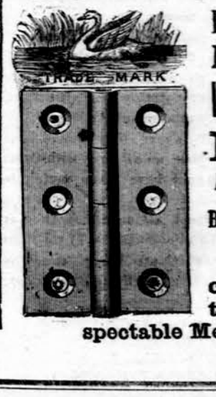

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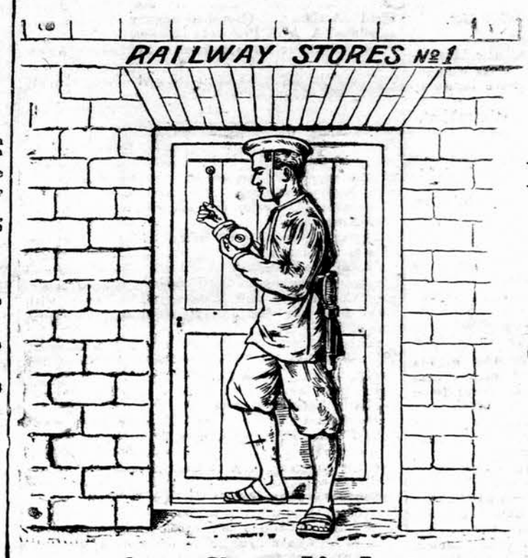

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As Supplied to Government.

M. A. P. IN THE BOUDOIR.

By the time the Cesarewitch has been lost and won (writes A Society Butterfly) the winter fashions are crystallised into shape. This is to be a season of sable of velvet, and of black hats trimmed with white ostrich feathers. The lucky few who went over to Paris for the Autumn Grand Prix have much to say on the subject of furs, frocks, and fantasies. Every second woman wore wonderful sables; black velvet seemed in high favour, and several cloth gowns appeared in dark blue, dark green, grey, brown, and black. Lace was much used as a trimming on furs, hats, and dresses. Old lace, or modern Alencon, tinted a deep cream on gowns of silk or velvet, and on sable muffs, coats, and neckties; and Irish lace, either in white or cream, on frocks of serge, tweed, or any sort of lainage. Skirts were worn less full on the hips. The pleats were smaller and fewer in quantity, and in some cases were dispensed with altogether. Parisians seldom fail in a sense of silhouette, and the full bunched skirts are giving place to a more closely defined outline. The new sleeves were much en evidence; they are big and upstanding near the shoulder, and collantes from the elbow downwards. My friend told me fairy-tales of some of the marvels on the course. One gown, worn by a well-known mondaine, is said to have £1,000. The bodice and short tunic were in pale grey cloth, and skirt was formed of rich, dark Russian sable. The hats worn were in felt, velvet, and black breitschwanz, trimmed with ostrich feathers, or with fruit, such as nuts, grapes, small apples, or—quaint fancy—with unripe strawberries.

At a certain exclusive shop, that shall be nameless I saw some charming gowns for early winter. A walking frock for London took the form of a bolero and skirt in dark green woollen. But this autumn the bolero has appeared in a new incarnation. In the front it is short and open—much as we used to know it—but at the back it descends far below the waist in a long, pointed basque, that in some instances looked almost like the tails of a man's swallow-tail coat. This is a novelty, but whether an improvement, who shall say? A pretty walking gown was in a dark blue fine-textured woollen, made as an entire dress, with a pouched bodice drawn into a deep, folded waistbelt of moire silk to match. The neckband and front of the bodice, and the cuffs, were trimmed with cream-tinted Irish lace and there were touches of pleated ribbon in the same dark blue as the gown. By-the-way, all these new lainages are not absolutely self-coloured, but have a tiny check or fleck of black, or of a darker shade in the same colouring. Yet another useful frock, in the new nut-brown, had the same style of bodice and waistbelt, with clever touches of deep orange. The skirts of both these dresses were rather tight-fitting on the hips, with great ampleur at the feet, and three or four rows of neat, flat tucks were their only ornament.

Some lovely frocks were shown me for house or carriage wear, and for weddings or afternoon parties These were in velvet, the velours chiffon of to-day, or else in taffetas silk, shot, or—what is newest of all—with a small velvet flower as a pattern on the silk. One delightful gown was in heliotrope chiffon velvet, simply made, and trimmed with Alencon lace in a deep cream colour. A grey taffetas silk with a small grey velvet flower, was a more elaborate confection. The bodice had a yoke-piece both back and front, formed of cream lace; and the sleeves, which were high and upstanding, were made with open cuffs, edged with a deep frill of the same richcoloured lace. This bodice was pouched both in front and behind, and had a wide, swathed belt of its own grey taffetas. In the case of this gown, the new sleeves were actually kept in their place by a light wire framework. A splendid set of chinchilla had been ordered to wear with this costume.

KING EDWARD has been in London. The smart racing events of the week were at Gatwic and Sandown. Trafalgar Day has been duly observed. Weather mild and calm.

Lady Waterford has returned to Curraghmore, in Ireland. She was Lady Beatrix Fitzmaurice, younger daughter of Lord and Lady Lansdowne, and, when only twenty married Lord Waterford, a mere boy of twenty-two, but already a peer in full possession. Her appearance has a great deal of charm. She is of medium height, slender and graceful, with blue eyes, brown hair, and a soft, animated manner. And the simple perfection of her dress and coiffure reminds one more of a Parisian than an Englishwoman. Lady Waterford is fond of music, and a finished performer on the violin. She cares much for old lace, and has a fine collection of home-made and foreign, including some marvellous specimens of Irish point. Lord Waterford, the youngest Knight of St. Patric, was nearly the victim of an unlucky accident at the time of his installation. Being some what nervous, he rose too quickly from his knees, and received the second touch of the sword right on the crown of his head; Curraghmore is a huge house with a fine courtyard. The round tower on the hill was built by a former marquis in memory of his eldest son, who was killed while putting his horse at a gate in front of the mansion.

Besides Lady Waterford, there are many other well-known women who possess valuable collections of lace. Princess Henry of Battenberg has priceless treasures, many of which were bequeathed to her by her mother, queen Victoria. The Duchess of Sutherland owns wonderful pieces of precious lace, some of which are heirlooms Lady Granby and Lady Elcho collect old lace, and pick up many valuable specimens when travelling on the Continent; Mrs. Henry Cust and Mrs. Asquith are also lovers of lace; and Lady Playfair, wife of Sir Patrick Playfair, owns and wears antique lace that is practically priceless.

Princess Alexis Dolgarouki has arrived in London She was Miss Francess Fleetwood Wilson, only child and sole heiress of Mr. Fleetwood Wilson, a wealthy squire in Nothamptonshire. For some years before her marriage she had made name and fame as a London hostess, and had given many dinners and parties at her house in Portman Square, She also rented Braemar Castle, and on more than one occasion dined with the late Queen Victoria at Balmoral. Her wedding took place in 1898, and made a nine days wonder in London, owing to the length and number of the marriage ceremonies. Princess Alexis Dolgarouki has a handsome face, with dark expressive eyes, and a quantity of dark brown hair. She is a clever, well-read woman, and a good dinner-table conversationalist. Like several other Society women, she has an adopted child, a little Russian girl, called Sacha.

Mr. and Mrs. Henry King are staying at Newmarket. Mrs. King is by birth an American, and is the wife of Mr Henry King, one of the leading lights of South African finance. She is a handsome women, fair with grey eyes and light hair, and a quite dignified manner. She has a house at Newmarket, and a fine residence in Piccadilly, and entertains with profusion in both localities. The London house is happily en route on the occasion of Royal pageants and processions, and Mr. and Mrs. King receive their friends in the most lavish and hospitable manner. There is a pretty ball-room and a winter garden, and one of the rooms contains a valuable collection of Dresden china, among which is a "monkey orchestra" said to be one of the most perfect specimens in existence. Mrs. King dresses well, owns splended jewels, and a pearl rope of quite exceptional beauty and value.

Lady Portsmouth has returned to the country. She was Miss Beatrice Pease, a considerable heiress, and her marriage with Lord Portsmouth—then Lord Lymington—took place in 1885. She is a bright-faced, attractive woman, with a cultured mind and much agreeable conversation. Gardening is one of her amusements; she reads a great deal, and is an excellent musician. The Peases belong, or belonged to the Society of Friends and these old Quaker families, among whom are included the Frys, Hoares, Buxtons, Palmers, Gurneys; and Barclays, have done much to make the wealth and welfare of England. Lord Portmouth is a Liberal, peer, more interested in religious questions than in political problems. His red hair and beard make him a marked figure in the House of Lords. One of his ancestors, a Wallop of oldem days; sat on the trial of Charles I., but would not sign for his execution.

Lady Gooch has returned to Windsor; She was Miss Mary Monro, and her marriage took place ih 1896. She is an extremely pretty woman, fond of her home and family, and a great dog-fancier. She posresses some priceless Pekinese spaniels, and devotes much of her time to their care and comepanionship. Sir Daniel Gooch—known to his friends as "Curly"—is a man of many friends and many interests. He is a good sportsman and first-rate shot, fond of music, can play the banjo and the French horn, and is also an excellent billiard-player. Fire brigade work attracts him as much as it does Lord Londesborough, and he has organised a private fire brigade manned by men on the estate, who wear the orthodox brass helmet and cloth tunic. Sir Daniel Gooch is one of the few fortunate owners of real gold plate; he possesses a massive service of twelve separate pieces.

THE "Daily Mail's" correspondent at Hamburg is responsible for the statement that two Russian torpedo-boats, at night, secretly entered Kiel harbour, whence it is believed they removed the submarine Germania, which has been built there for Russia.

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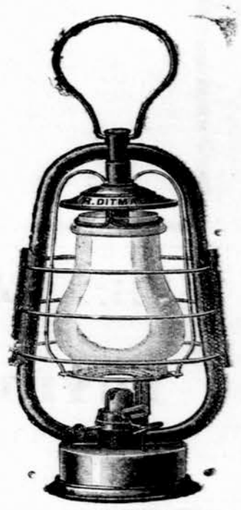

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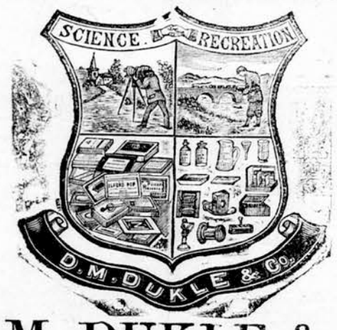

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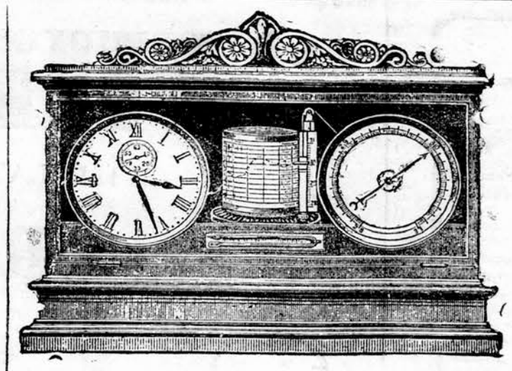

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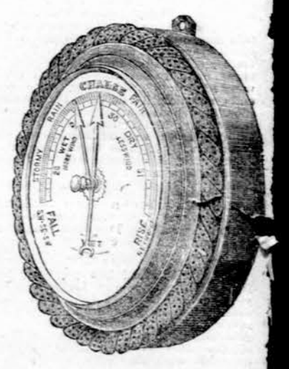

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THE MORAL.

need not be missed if another succeed me;
To reap down those fields which in spring I have sown.
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	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	
20	21 10	48 8	33 6	30 7	64 5	47 6	37 11	20
21	22 1	49 4	33 14	30 15	64 6	47 8	37 13	21
22	22 9	50 0	37 7	31 7	64 8	47 10	37 15	22
23	23 1	50 12	33 0	31 15	64 9	47 12	38 1	23
24	23 9	51 8	33 10	32 7	64 11	47 14	38 4	24
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27	25 5	54 0	40 10	34 2	65 1	48 6	33 14	27
28	25 15	54 14	41 5	34 12	65 4	48 9	39 2	28
29	26 9	55 13	42 1	35 6	65 7	48 12	39 6	29
30	27 4	56 13	42 13	36 0	65 10	49 0	39 11	30
31	27 15	57 12	43 10	36 11	65 13	49 4	40 0	31
32	28 11	58 14	44 7	37 6	66 0	49 8	40 6	32
33	29 8	59 15	45 4	38 2	66 4	49 13	40 12	33
34	30 6	61 1	46 2	38 15	66 8	50 2	41 5	34
35	31 5	62 4	47 1	39 12	66 13	50 8	41 10	35
36	32 5	63 8	48 0	40 10	67 2	50 14	42 3	36
37	33 5	64 12	49 0	41 9	67 8	51 5	42 11	37
38	34 6	66 1	50 1	42 8	67 14	51 13	43 6	38
39	35 8	67 6	51 3	43 8	68 4	52 5	44 15	39
40	36 11	68 12	52 5	44 9	68 11	52 14	44 10	40
41	38 0	70 3	53 8	45 11	69 2	53 5	45 6	41
42	39 6	71 11	54 12	46 14	69 12	54 8	46 4	42
43	40 13	73 4	56 1	48 2	70 6	55 0	47 3	43
44	42 5	74 13	57 6	49 7	71 0	55 14	48 4	44
45	43 14	76 7	58 12	50 13	71 11	56 13	49 8	45

A PERSON OF 30 may secure Rs. 1,000 at Death by a yearly payment of Rs. 27-4 during The Life Premium would generally elsewhere secure Rs. 800 only instead of Rs. 1,000.

OR, if unwilling to burden himself with payments during his whole life, he may secure the same sum of Rs. 1,000 by twenty yearly payments of Rs. 33, being thus free of Premiums before age 50; this premium being about the same as most Offices require during the whole term of life.

OR, if preferring to make provision for his old age or for his family in case of death, he may secure the same sum of Rs. 1,000 payable at age 55 or death by yearly payments of Rs. 30-13.

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